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WELCOME

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Pat enjoys his first ride in the new Defender but he still prefers the original

True hero

The emotional end of a very special journey

THE Last Overland expedition crew have been hogging the Land Rover headlines since their triumphant return to British shores on December 14, 2019. They fully deserve every single free beer and accolade that they get. Three Land Rovers (one of which was Oxford the 1955 Series I which did the original First Overland expedition), eight explorers, 23 countries, 11,806 miles, 9792 terabytes of footage and a lifetime of Land Rover memories – I salute them all and look forward to the documentary and book that they produce from the journey.

As is often the case with this type of things, there is often the rarely seen or spoken about person lurking in the shadows, who without his or her dedication or kindness, none of this would've been possible. In this case that person is Adam Bennett, the owner of Oxford and the Defender 110 which did the expedition. I have had several lengthy telephone conversations with Adam over the last few months and only have respect and admiration for the man. He is a typical Yorkshire man who

speaks his mind and delivers on his word. Without his passion for Land Rovers and their history and heritage, the Last Overland would never have happened. Turn to page 82 to find out more.

Not all of us can head off for over 100 days in a rare Series I and so we have included a few local adventures in this issue which I know will just inspire you into action. Be sure to turn to page 74 and read about the incredible exploits of Popski's Private Army who went to a remote part of Tunisia to search for the never-before found remains of a Second World War Allied forces patrol. They travel in true old-school fashion and it's the kind of trip anyone with a reliable Land Rover and a sense of adventure (or humour) can do.

For those looking for something closer to home our regular contributor and ace snapper, Nick Dimbleby, has been greenlaning in Wales with his family and friends. In fact, this issue is packed with incredible Land Rover tales where ordinary people, like you and me, have done extraordinary things in their Land Rovers. I know you will enjoy reading it as much as they most definitely enjoyed creating the content.

Patrick Cruywagen, **Editor**



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Dave feels duped by JLR's efforts p25



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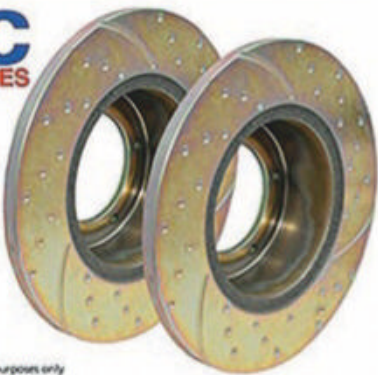


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Jaguar Land Rover acquires Bowler

The UK-based manufacturer of all-terrain performance cars, parts and rally raid vehicles has been bought by JLR Special Vehicle Operations

FOUNDED in 1985, Bowler pioneered the production of dedicated off-road competition cars and has enjoyed much success in international rally raid events over the years. The expertise Bowler has amassed for all-terrain vehicle dynamics,

low-volume production techniques and extreme durability, is highly sought-after, so it's no surprise that Jaguar Land Rover jumped at the opportunity to save it from administration and secure the future of the Bowler brand.

Not only that, but Bowler has had a

close affiliation with Land Rover, which was formalised with a brand partnership in 2012 that led to the creation of the popular Defender Challenge by Bowler rally series in 2014-2016. With JLR's Special Vehicle Operations division adding Bowler to its portfolio of automotive businesses, the Derbyshire-based all-terrain performance specialist perfectly complements the existing SV, Vehicle Personalisation and Classic divisions.

Michael van der Sande, Managing Director, Jaguar Land Rover Special Vehicle Operations, said: "For almost 35 years the Bowler name has stood for innovation and success, with a reputation forged by its participation in the world's toughest off-road motorsport competitions. We are all eager to start working with our new colleagues at Bowler, adding to the team's skills and experience to create an exciting and diverse portfolio of products and businesses within Special Vehicle Operations."

The news will be seen by many as a shrewd move from JLR given its objection to Land Rover tuning and styling firms taking business away from the brand – Gerry McGovern famously said in 2017 that SVO was "going to put them out of business". No doubt keen to capitalise on Bowler's terrain and rally expertise, we expect to see the Bowler name used on its models as extreme, off-road variants.

While the Bowler business is now fully owned by JLR, Bowler will continue to operate from its premises in Belper for the foreseeable future. To contact Bowler call 01773 824111 or email info@bowlermotorsport.com.



Limited-run Velar revealed

If you're in the market for a particularly unique, discerning Range Rover then you might want to consider the Range Rover Velar R-Dynamic Black, with just 500 examples produced for the UK market. Based on Land Rover's top-selling D180 R-Dynamic SE, the Black limited edition features, funnily enough, the Black Exterior Pack, privacy glass, fixed panoramic glass roof, 21" gloss black alloy wheels, heated steering wheel, metallic paint and Adaptive

Dynamics as standard. Two metallic exterior colour finishes are available to choose from – Santorini Black and Eiger Grey, while for the interior the Ebony Perforated Grained Leather is complemented by an Ebony Morzine headlining. Prices start at a cool £56,995 (or £499 per month on the road) and it is available to order immediately. If you win the lottery or if you have a very generous other half, visit your local dealership.



Idiot-proof tech

A brand without a celebrity endorsement doesn't seem to be worth its salt nowadays and Land Rover – never one to shy away from Z-list approval – has just recruited comedian and actor Jack Whitehall and his father Michael to demonstrate that their tow assist technology is idiot-proof. Now, Discovery and towing go together like fish and chips, but for some reason JLR felt compelled to get a comic to reverse a 6.8m-long Airstream caravan down a narrow single-track causeway, against an incoming tide, to prove its worth. The Corbière lighthouse in Jersey set the scene – presumably because when we think of the super posh the Channel Islands spring to mind – or it was a nice backdrop, of

course. Fortunately Advanced Tow Assist comes to the rescue as Jack uses the rear-facing camera and dash-mounted rotary controller to steer and navigate the SUV to safety just moments before the entire 300-metre stretch of private road was covered by the waves – you couldn't make it up! Anyway, the point of all this is that thanks to technology parking a horse box or reversing a boat down a jetty is really easy for novice drivers. Thank God, we can all sleep easy now.

If you do feel compelled to watch Discovery Towing Adventures with Jack and Michael Whitehall go to: https://www.youtube.com/watch?time_continue=209&v=m4fzr7c5QoU&feature=emb_logo.

Richard E Grant's stolen Land Rover found thanks to tracker system



Plea made via Twitter

'DEFENDER stripped of doors and bonnet'; 'thieves steal Discovery from driveway of home'; 'owners of Solihull's finest warned to increase security'... Unfortunately these are all headlines that we are becoming increasingly familiar with as the spate of Land Rover thefts increases. But one lucky owner was fortunate enough to be reunited with his beloved vehicle thanks to social media. Actor Richard E Grant tracked down his stolen car after appealing for help from his Twitter followers. The British star wrote to his followers: "If by any chance you see the number plate LC62 OGW, please let me know". George Taylor from Vodafone Automotive saw his tweet and found that the previous owner of his car had fitted a tracking system. Richard paid to have it reactivated, and located it an hour later in Sutton. The police were alerted and, within a couple of hours, the car was returned to its grateful owner. If ever you needed proof that security-enhancing technology works, this is it.

Tough Dog



Spring-loaded replica

JAGUAR Land Rover has developed a paint that protects against a decade of abuse from canine claws. How was it done? Well, JLR recruited a resident at the National Guide Dog Breeding Centre, Yogi the Labrador, and, presumably with plenty of treats in hand, persuaded him to continually jump in and out of the new Land Rover Defender boot – all the while recording every step with pressure mapping technology. The data allowed the team of engineers to model and 3D-print a spring-loaded replica to mirror how a mid-sized dog clambers in and out, including the pressure applied by the claws and the pads on its feet. It then completed a standard 5000-cycle abrasion test; during which 'RoboYogi' scratches the panel at random ten times followed by a linear scratch to one side, before repeating the process. Who knew that outside-the-lab thinking, a dog and 3D-printed paw would prove that a new Land Rover Defender bumper could last more than ten years of dog abuse? No experts in the Materials Engineering, Additive Manufacturing or Robotic Engineering teams were harmed in the making.



Forget the sledge... Santa prefers a Land Rover

4x4 enthusiasts from four different clubs in Norfolk drove their Land Rovers from Ryston Hall to Lynn's Queen Elizabeth Hospital to deliver bags of presents to the West Newton ward, which cares for the elderly. A segment of society that often gets left out at Christmas time, they delivered nine sackfuls of presents to the ward. A total of 35 Land Rovers, each adorned with tinsel and wreaths, and their

drivers in Christmas attire, made the annual parcel run and brought a smile to faces of the nurses – who came out to receive them – and the patients apparently who were all rather pleased. In a time of economic and political uncertainty it's great to hear a heart-warming story of holiday cheer. The spirit of giving lifts everyone's mood – if you do one thing this Christmas, make it an unexpected act of generosity.

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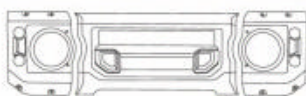
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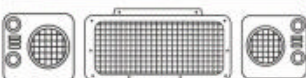
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LETTERS

I love new Defender...

HELLO LRM! Last night myself and a friend
went to the launch of the new Defender 110 at
Listers Land Rover in Droitwich. It was a
cracking evening, with the new Defender under
a sheet and a Series I, plus some other original
Defenders.

The room was buzzing with excitement.
After the big reveal we were all allowed to get
"in amongst it".

We both absolutely loved it. Hopefully an

icon of the future.

To all the keyboard warrior haters:
you really do need to get up close and have a
look before you criticise it. Good work JLR!

Simon Hague

**Looking good in a car showroom in
Droitwich is a bit different to driving it
across remote deserts and through dense
jungles. Let's hope it lives up to its promise**
- Ed.

It may look
good but can it
perform where
it matters?



...but I don't!

I'M sure that lots of rich folk will be tempted
by the new Defender, which is a good-looking
car. No doubt its off-road ability will be tested
to the limit on countless school runs up and
down the land. If you've got £80,000 or so to
spend on a car, and spend it on a new
Defender, I'm sure you'll be delighted with your
new purchase.

I haven't got £80,000 to spend on a vehicle,
nor anything else for that matter. If I had a
windfall of £80,000 I'd spend it on reducing my
mortgage. I suspect most LRM readers are in
the same boat.

If I didn't have a mortgage to pay off, and I
was rich enough to afford one, I still wouldn't.
In that unlikely scenario I'd more likely buy an
INEOS Grenadier, which at least is supporting
British jobs by being built in South Wales.

There's no way I would buy a car built in
Slovakia, at the expense of British jobs.

But my biggest objection to new Defender is
all that complicated electrickery. The greatest
attraction of old Defender was its simplicity
– and it is still is. When it goes wrong, it is
relatively cheap to repair and replace parts
compared with modern models. And its
simplicity means that you can do much of the
work yourself, thanks to the excellent advice
found in LRM's Workshop pages.

You don't need to rub a crystal ball to know
that the original Defender will still be going
strong in 15 years' time when the first of the
new Defenders are starting to bite the dust
because they are too expensive to repair.

New Defender? New Pretender, more like.
Kelvin Clare

Ice Cold in Kingston

THANK you for the excellent Winter 2020 issue, with the very good letters by Paul Douglass and James Duffie on the quintessentially British movie 'Ice Cold In Alex' (1958).

Those of us, at ten years old, who watched the black and white film at our local cinema with our mums and dads, came away with a life-long attraction to square utility vehicles with a slope-down cab roof, adventures, and ladies with fair hair.

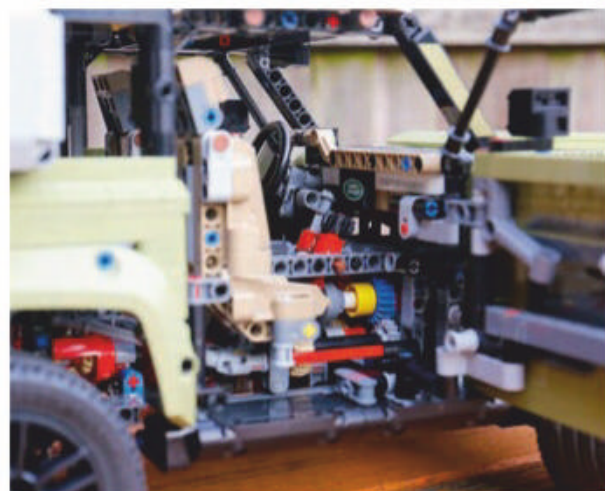
The field ambulance was an Austin K2 (hence the bonnet number 121370KATY in the movie), but on a Canadian 4x4 chassis.

My friends and I from those days have owned and run restored fire service vehicles, and Land Rovers of all denominations – and our children and grandchildren love them.

See the movie again – especially the 'starting handle' scene – you will be hooked, I promise.

Graham Clifton

Kingston upon Thames



Different Klaas

HAVING read in your excellent magazine about the Lego Defenderlaas Xerion 5000 Trac VC with motorised working crane and rotating cab – size 14 inches long, 7 inches wide, 9 inches high. Weight 3.84 lbs.

It took me 55 hours to complete. On the pack it says it's suitable for 11 to 16-year-olds. Well I'm 78, so I think I am old enough...

I have had three Land Rovers in the past – a Range Rover and two Discoverys – until I lost my licence through eyesight problems.

Arthur Williams

What's in a name?

LIKE Gary Pusey (LRM, Winter) I too am uneasy about JLR's heavy-handed attack on the proposed new INEOS Grenadier, because it looked too much like the old Defender. I'm delighted that the courts threw out JLR's attempts to block it, but I wondered if that would have happened if the man behind it wasn't one of Britain's wealthiest. Anyone with less deep pockets who couldn't afford to risk an expensive legal battle would probably have backed down when faced with JLR's bullying tactics.

Would you have liked to see the L405 in our Ultimate Buying Guide?



Questions and answers

1. How can a monthly magazine have a "Winter edition"?
2. Why would an "Ultimate Buying Guide" cover only the first three generations of the Range Rover, yet completely ignore every full-size Range Rover built for the last six or seven years - and still find space to include the Evoque? What is it about the L405 that makes it unworthy of inclusion? Remember, this was billed as being the "Ultimate".
3. Why have three perfectly good pages (68 to 70) been squandered on repeating Auto Express childish fantasy Photoshops, built from a collage of current LR images and a healthy dose of guesswork – which only serve to mislead and confuse. I rely on LRM for being a source of reliable information and this only damages your hard-earned reputation.

I welcome your comments.

John Hooker (subscriber)

Happy to help you, John:

We manage to squeeze in 13 issues a



year, which means subscribers like you get an extra issue (the Winter edition) free. You are the first reader to complain about getting this bonus issue.

LRM is aimed squarely at enthusiasts. Our research has shown that very few of our readers own, or are interested in buying, an L405 Range Rover, so we concentrated on the models we know they most want to read about.

One subject that is a definite favourite among our readers is the shape of things to come in the Land Rover world. We haven't got a crystal ball, but we thought those artist's impressions were thought-provoking and therefore of interest.

The Land Rover movement is a very broad church and, with the rash of new model launches in recent years, it is getting broader. We can't please all the people all of the time, but we do try our hardest and therefore welcome constructive criticism. Please tell us what you want to see more of in LRM and we will try our best to oblige – Ed.



Photoshop fantasy – clearly a love it or hate it thing

And they are bullies, plain and simple. How else can you explain their over-zealous brand police? Gary Pusey mentioned an artist friend who was told to stop describing a limited-edition print of a Land Rover as, er, a "Land Rover". According to JLR, he was guilty of 'copyright infringement'.

Can somebody explain to me how else he was expected to describe a picture of a Land Rover?

What will they do next? Ask Land Rover Monthly to change your name? If so, what will you call it?

"4x4 Vehicles Built in Solihull, Halewood and Slovakia Monthly" perhaps? No, that's too long.

Or how about "Landy Monthly?" Surely they haven't registered nicknames as trademarks? Having said that, I wouldn't put it past them.

I'm joking, of course, but this isn't at all funny. Does JLR realise that it loses public sympathy and respect by acting like a bullying oaf? Everybody loves to see the underdog win – and has done ever since David toppled Goliath. Legal battles and threats of the sort that JLR is issuing makes it a public laughing stock.

Land Rover used to have an unblemished reputation for making tough, honest, no-nonsense vehicles. They are risking tarnishing that reputation.

Matt Black



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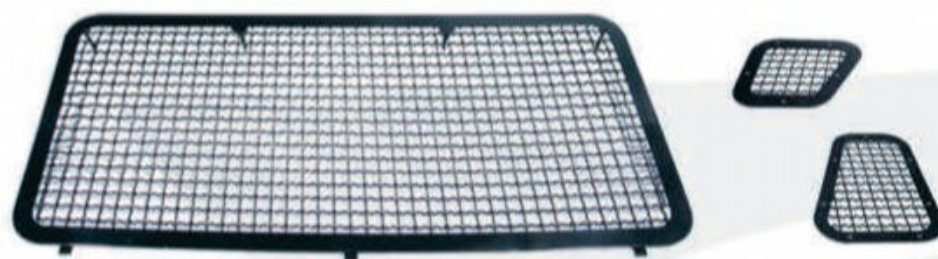
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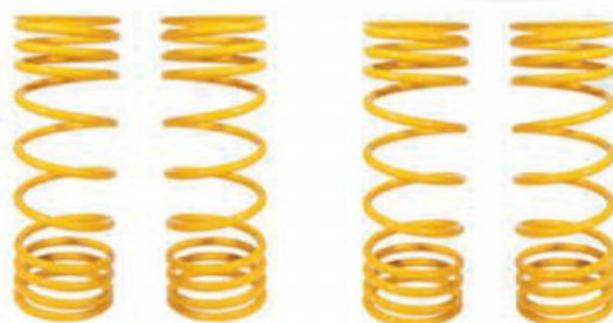
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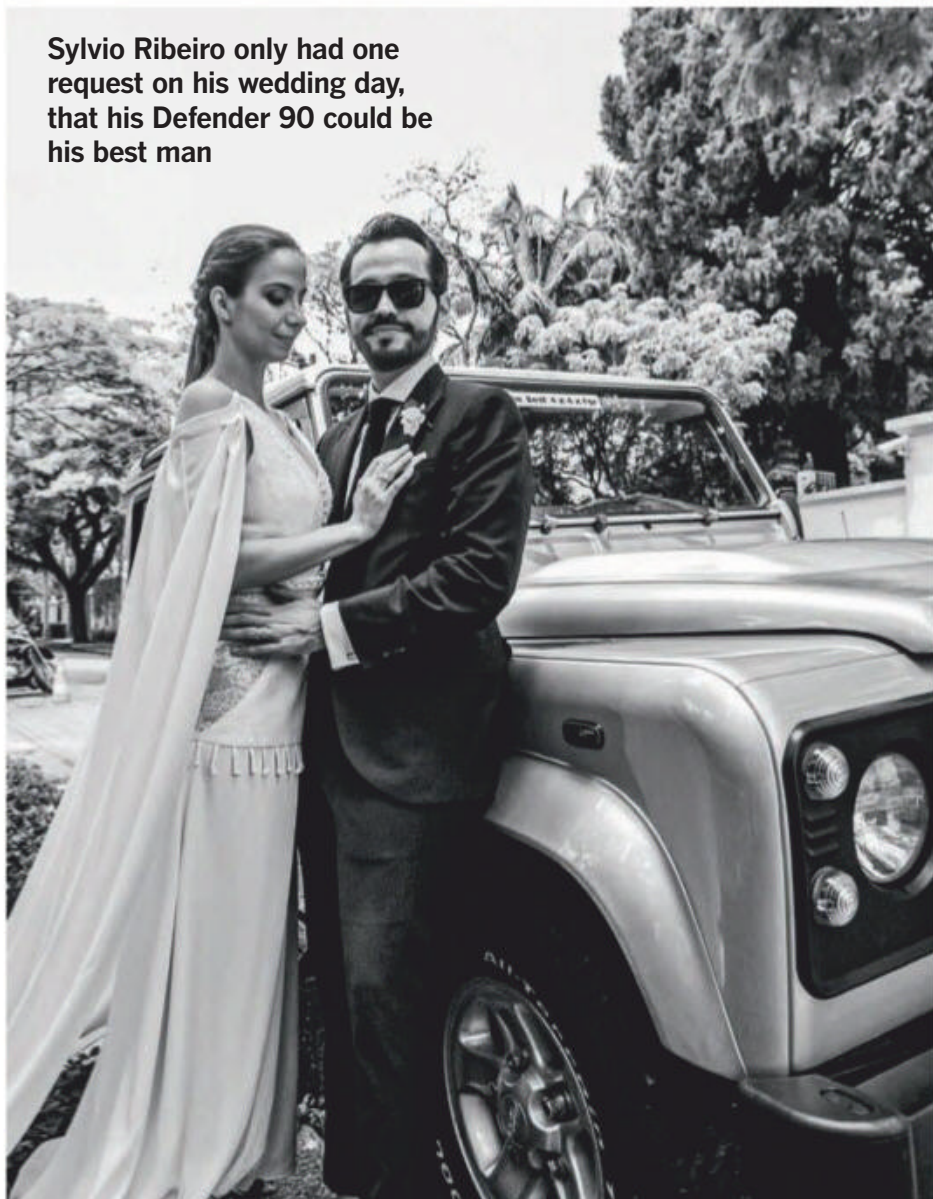
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YOUR PICTURES

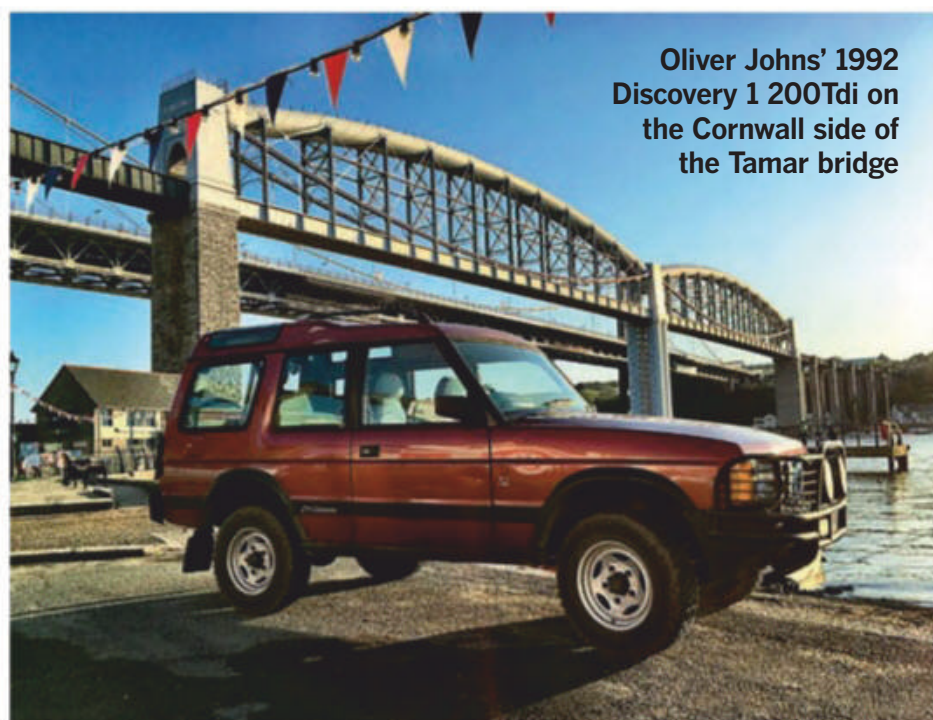
Sylvio Ribeiro only had one request on his wedding day, that his Defender 90 could be his best man



Simon Thomas tries hard to hide his Defender on a lane in South Wales



Oliver Johns' 1992 Discovery 1 200Tdi on the Cornwall side of the Tamar bridge



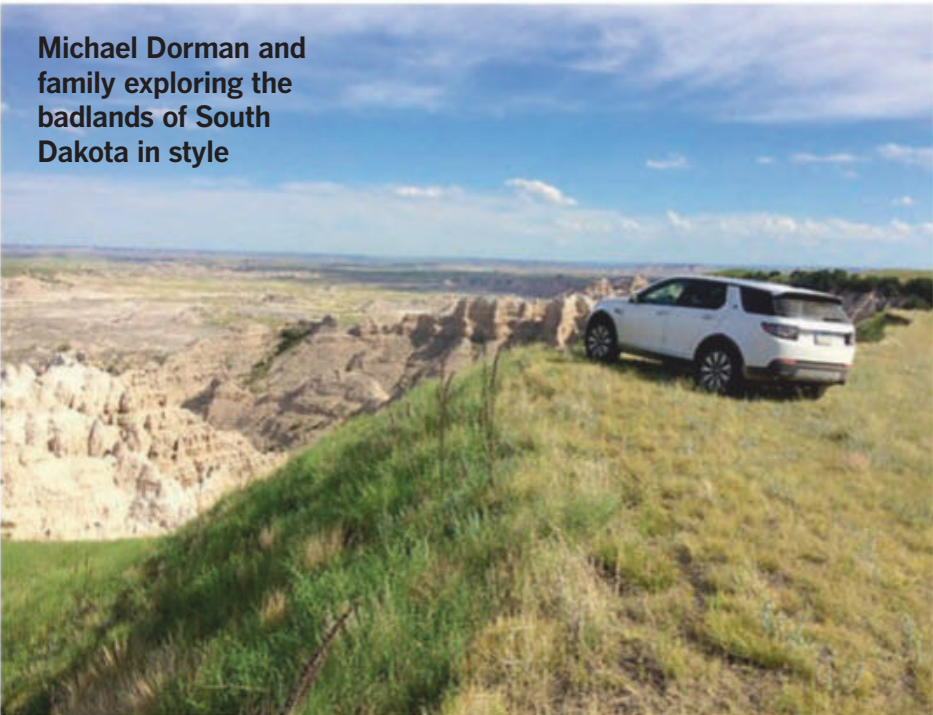
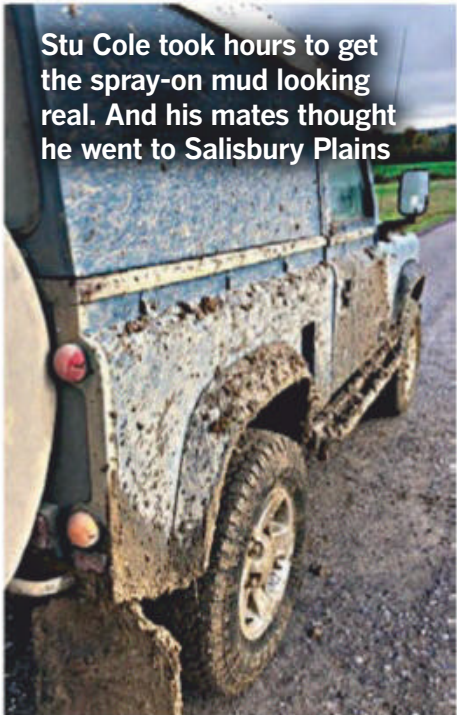
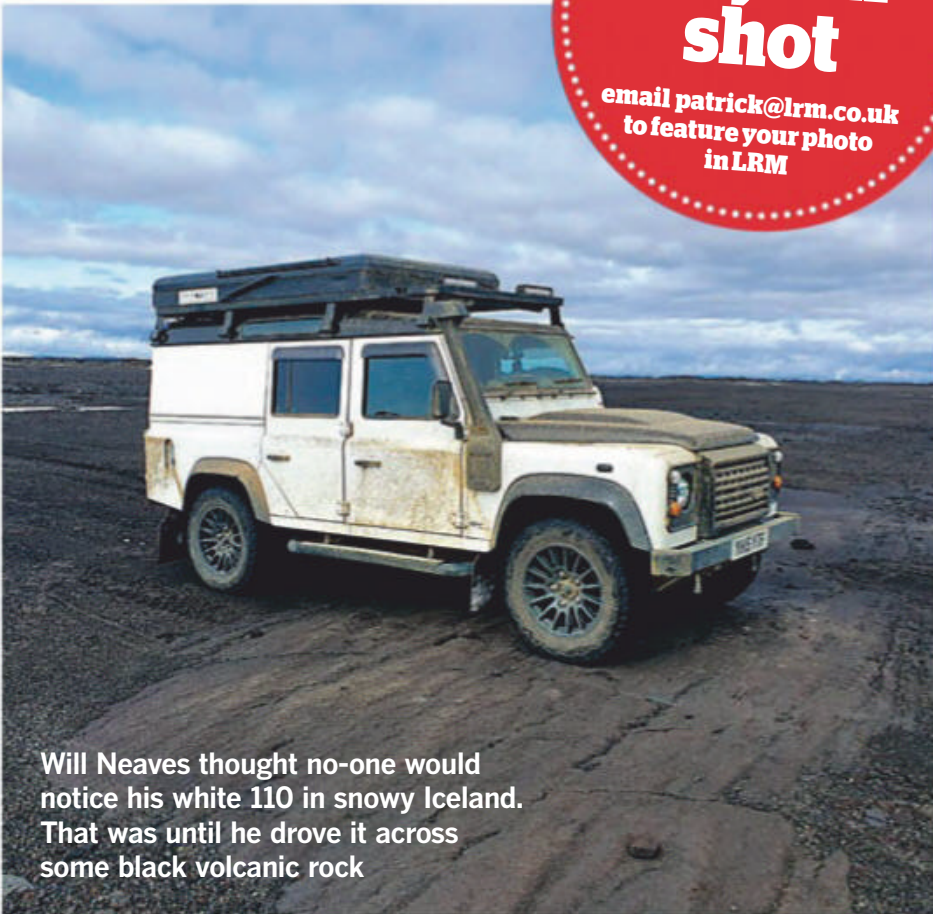
Bob Huestone having a great greenlaning day in the greenest corner in the world, Northern Ireland



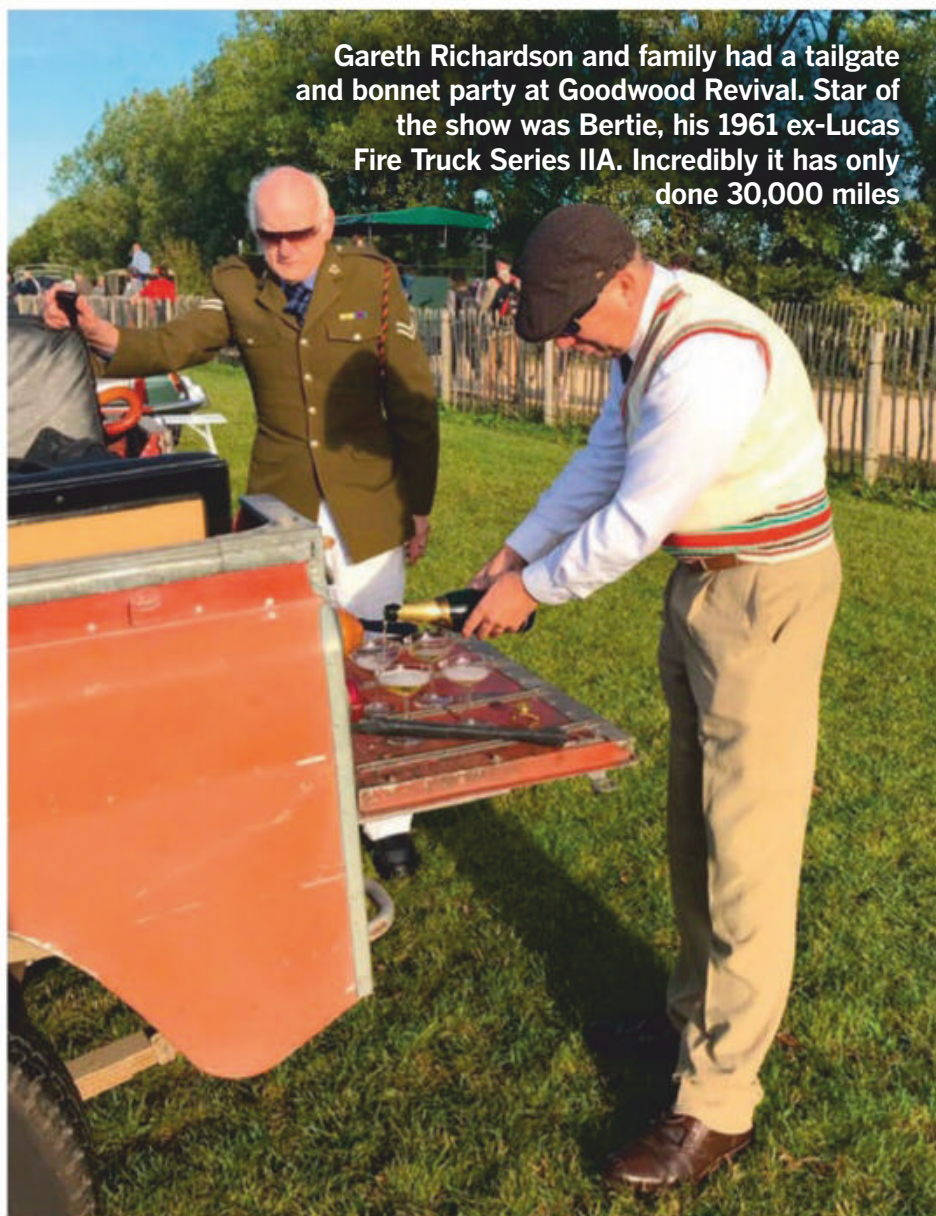
After beating off stage 4 cancer Sandra Marjeram decided to take a winter trip in a Discovery to Norway. She is certainly made of the right stuff



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shot**
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in LRM



YOUR PICTURES



Gareth Richardson and family had a tailgate and bonnet party at Goodwood Revival. Star of the show was Bertie, his 1961 ex-Lucas Fire Truck Series IIA. Incredibly it has only done 30,000 miles



Duncan Tweedy did a 4500mile trip to southern Morocco and back in his Freelanders Td4. This was not taken in England



Peter Mallinson was recently dealt a tough hand when it came to his health but he is fighting back. Now if only he can get the council to do something about these potholes



Aussie reader Derek Little kicking up some desert dust in his D5. Who said you can't take new, modern Land Rovers into the Outback?



Muchlis Yusuf, our great friend from Bali, Indonesia, has spent nearly two years rebuilding his 90. Top job mate

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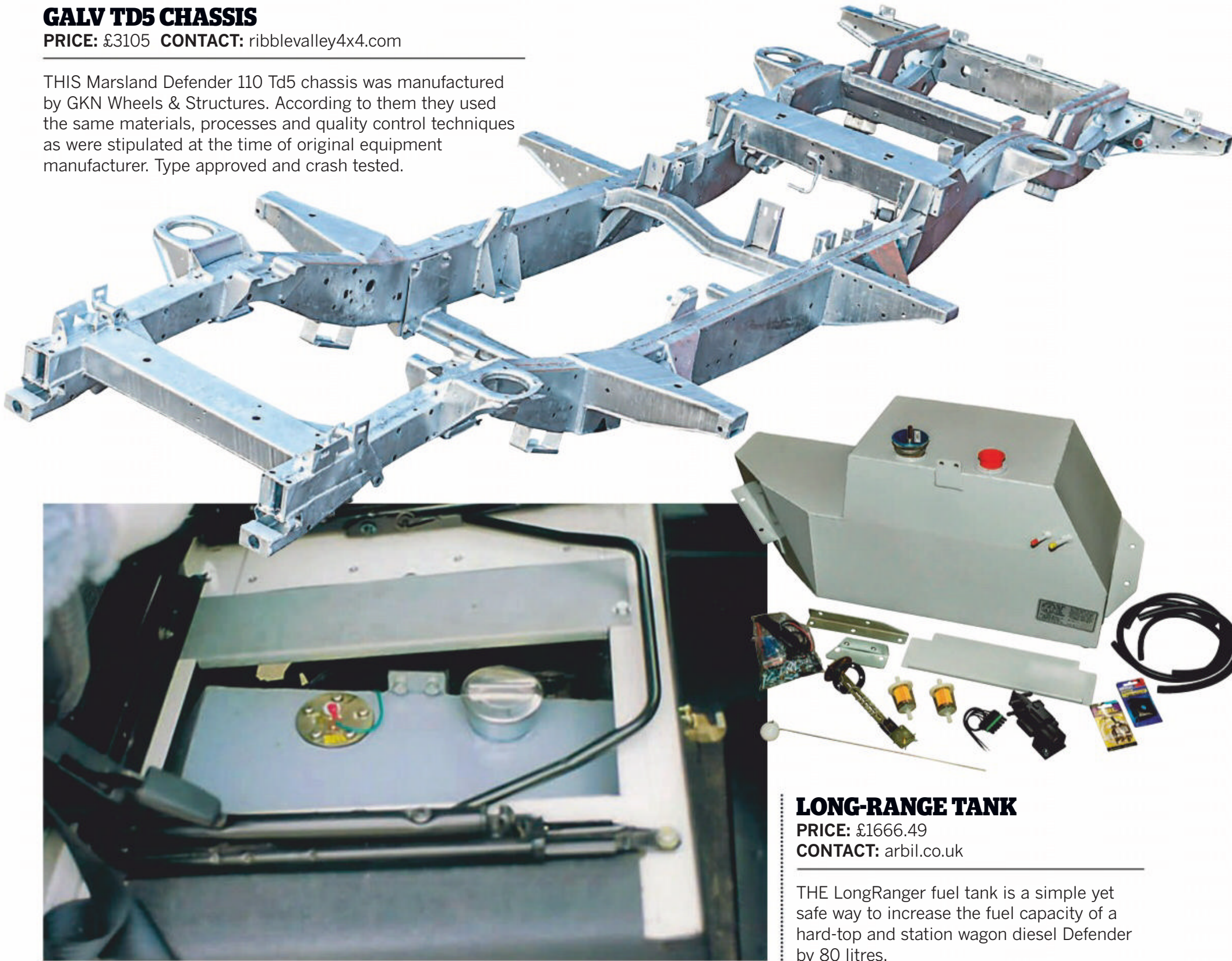
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PRICE: £3105 CONTACT: ribblevalley4x4.com

THIS Marsland Defender 110 Td5 chassis was manufactured by GKN Wheels & Structures. According to them they used the same materials, processes and quality control techniques as were stipulated at the time of original equipment manufacturer. Type approved and crash tested.



LONG-RANGE TANK

PRICE: £1666.49
CONTACT: arbil.co.uk

THE LongRanger fuel tank is a simple yet safe way to increase the fuel capacity of a hard-top and station wagon diesel Defender by 80 litres.

PRIVACY WINDOWS

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CONTACT: VGS on dave@vgs.uk.com or 07772 018940

THESE bonded and fixed privacy windows and frames are for a Puma or Td5 Defender. Includes fitting kit.

BRAKE PIPE CUTTERS

PRICE: £36.58

CONTACT: lasertools.co.uk

THIS new mini brake pipe cutter means you can now turn the cutter the whole circumference of the brake pipe. Self-adjusting, quick and easy to use. Use on 3/16" or 4.75mm brake pipe, steel, cupro nickel or copper.

HALF CHASSIS

PRICE: £974.99

CONTACT: johncraddockltd.co.uk

IT'S right about now that one has to start replacing the rear half chassis on a Defender 90 Td5 that has lived a hard life in cold areas with salty roads. They literally rot from the back.

LYNX CAR FRESHENER

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CONTACT: halfords.com

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THE Navigator Collapsible Bin is normally that one thing we always forget but always need when on a trip. Keep rubbish away from the birds and animals with this nifty bin. Large zipper, folds completely flat, takes 82L bags and easy to clean.

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ARE you one of the 99.999% of LRM readers who can't afford a Range Rover Sport SVR? Why not treat yourself (or more realistically your kid) to the ride-on version. It's powered by a 6V battery and can run for up to two hours. Then if the kids get tired of driving you can use the push handle and take over. Doors open and close. Two speed setting. Slow and very slow.



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DAVE PHILLIPS

The Vocal Yokel

The cars that stole Defender's main meals

BOLLINGER is best known as the expensive brand of Champagne that folk with more money than class drink loudly, in public, to underline their stupidity. But to Land Rover fans it will soon become known as the company that stole Defender's lunch. US-based Bollinger Motors has, you see, come up with the Defender replacement that Land Rover should have done, but didn't.

When real Defender production ceased four years ago, JLR made it plain that its eventual replacement would be very different to its iconic predecessor. It was clear that this would leave a vacuum in the 4x4 world where the old Defender used to sit. It was equally clear that there would be some motor manufacturers eager to fill that vacuum.

With 4x4s more popular than ever, any perceived gap in the market is soon pounced upon. It quickly became a battlefield out there, but while JLR waged war on Britain's richest man for his plans to raise his Ineos Grenadier, phoenix-like, from the ashes of the dear, departed Defender, on the other side of the Atlantic a much bigger threat quietly got on with building a remarkable vehicle that was unveiled at the Los Angeles Motor Show at the end of November.

The Bollinger B1 (station wagon) and B2 (pick-up) look uncannily like real Defenders. And that has made me cross because I was under the mistaken impression that it was no longer possible to build vehicles that looked like Defenders. Why? Because Land Rover told me so. They said it couldn't be square and boxy with a flat front and upright windscreen and I believed them – just like millions of fellow Land Rover enthusiasts.

While JLR busied themselves creating yet another over-complicated and fussy luxury vehicle that didn't look like a Defender, Bollinger's engineers were creating one that did. One that was all-aluminium, on an aluminium chassis, with removable glass, doors, rear seats and roof panels, as well as a removable windscreen.

Inside, it is simplicity itself, with a steering wheel and two pedals (it's



automatic, of course) and a two-speed transfer box. But the best bit is that it's electric-only – and what an electric! There's a massive 120kWh battery pack, powering an electric motor on each axle to provide four-wheel drive. Combined output is a staggering 614bhp, with an awesome 668lb ft of torque. It can achieve 0-60mph in 4.5 seconds, with a top speed of 100mph. Range? 200 miles.

There's much more I'd love to tell you about the Bollinger, but this would read like an advert for a Land Rover rival. After all, I remain a devoted fan of the green oval. I am genuinely saddened that a start-up company in Detroit has created the Defender-like vehicle that Land Rover said couldn't be done.

The Bollinger goes into production in the latter half of this year, with deliveries to customers in North America next year. The UK and Europe markets are in their sights and an RHD model is already pencilled in. The cost is \$125,000 (about £97,000) and, even though it is reputedly supposed to last its owner's lifetime, that price tag may be enough to put off most current Defender owners. But there are cheaper Defender-like non-Land Rovers available – from Japan.

If Bollinger has stolen Defender's lunch, and the Ineos Grenadier has nicked its supper, then it's clear that Suzuki has swiped its breakfast. The latest generation of its no-nonsense Jimny model sits on a

ladder chassis, with beam axles, high and low gearbox and selectable two/four-wheel drive. And it doesn't half look like old Defender's little brother. Those of us who aren't fans of the modern car thief's best friend (keyless entry) will no doubt be delighted to learn that the Jimny still relies upon an old-fashioned key in the ignition.

The clincher is that Jimny's 1.5 petrol engine (100bhp) achieves 34mpg and it can be bought new for £18,499.

Of course, Land Rover is no stranger to allowing other manufacturers to steal its meals. It did so disastrously through the 1970s and '80s, when Toyota 4x4s took over the mantle as the developing world's most popular 4x4. Back then we all sympathised, blaming bad old nationalised British Leyland for starving Solihull of the funds it needed to develop new products to beat off the Japanese onslaught.

These days there are no such excuses. Land Rover had the funding, but blew it on developing another Gerry McGovern high-tech and lavishly-styled creation. New Defender is a remarkable car, but it isn't the essential successor to old Defender that I'd been led to believe. I was duped.

■ Ex-LRM Editor Dave has driven Land Rovers in most corners of the world, but loves the British countryside best



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GARY PUSEY

The Enthusiast

Back to its former glory

EARLIER this year, I wrote about the Stage One 88 prototype we'd rediscovered in a yard in Wales, where it had been sitting outside for 20 years. It was not exactly lost, because its whereabouts were known by quite a few enthusiasts, and it's a mystery to me why no-one had snapped it up before. Maybe they knew how much work would be required to get it back to its former glory?

I didn't really want another Land Rover and I certainly didn't *need* another Land Rover, but this was just too important and interesting to miss. The Stage One has always been one of my favourite Land Rovers and to my mind the ultra-rare short-wheelbase version is just about the best Land Rover of all time. All the charm of the split-screen Series vehicles but with the modified front panel and full-length bonnet, and a glorious V8 beneath.

So I bought it, sight unseen bar a glance at some emailed snapshots that didn't inspire confidence. The plan was to tuck it away until the Range Rover restoration we were in the middle of was done. The 88 could bide its time in the queue. But you know what happens when you get an exciting new project and the enthusiasm kicks in. The Range Rover was put on temporary hold and we started to strip down the 88, initially with the idea of working out what needed to be done and what bits and pieces we needed to gather together, ready for when we eventually started the rebuild.

I also began delving into the history of the vehicle, and things really changed when LRM reader Chris Moore got in touch after reading my column. Chris' dad, Donald, owned the 88 for a few years in the late 1980s and Chris drove it extensively. He was so inspired by it that he converted his own Series II into a Stage One look-alike, with genuine Stage One front panels, bonnet and grille and, of course, a V8!

Chris very kindly sent me some

wonderful photographs of the two vehicles greenlaning in Wales in 1988, and it was this that finally tipped me over the edge. The Range Rover project was put on long-term hold and the prototype 88 V8 leapt to the front of the queue.

What we found during the strip-down was not pleasant but by the time the full horror of the chassis was revealed I'd already prepared myself for the worst. I was not disappointed. The engine was not in the best of health, either, and much of the bodywork was thick with filler. The bulkhead was Swiss cheese, the floor

“What we found during the strip-down was not pleasant... bodywork thick with filler, bulkhead like Swiss cheese, and floor panels all but non-existent”

panels were all but non-existent, and the metalwork in the dash rails had long since turned to dust. And as you'd expect there had been a lot of changes made to the vehicle over the years, many of which were not correct.

The wants-list got longer and longer and we rapidly discovered that some parts are all but unobtainable. Persistence paid off and we managed to gather together everything we needed, although some items came from as far afield as Australia. Darryl at Dunsfold DLR has taken personal responsibility for the rebuild and he has done an incredible job, retaining and restoring original parts wherever possible while ensuring that the finished vehicle would be a sound,

reliable and usable Land Rover.

As I write this, the 88 has had its first test drive and will be visiting the MoT station next week. It sounds glorious and drives beautifully, and all the nonsense that has been written about the Stage One 88 not going into production because its brakes were not up to the job turns out, as expected, to be a load of baloney. It stops as well as it goes.

Having photographs of the vehicle when it was nearly new has been a great help because we've been able to put it back together exactly as it was when it was owned by Land Rover and get rid of all the wrong parts that have been fitted over the years, which is very satisfying. As our esteemed Ed wrote recently, originality is the new bling. Chris and I are already planning a get-together to reunite him with his old 88 and that will be quite something, although sadly he no longer owns his Series II V8 so he can't bring that along.

As the rebuild was nearing completion we had a call from Kevin in Dorset, who told us he had a Stage One 88 at the bottom of his garden which he'd acquired in part-exchange 18 years ago. He'd driven it for a while before parking it up beside the hedge. This one has been known about for years as well, but again no-one had decided to bite the bullet. Did I need two of these, I asked myself? Tempting, but a really daft idea. Philip Bashall at Dunsfold has overseen the restoration of my vehicle and agrees with me that it's a lovely thing. Of course, he needs another Land Rover even less than I do, but he now has one. If you know anything about SKV 777W do get in touch.

But if you want a prototype 88 V8 I'm afraid you're too late, unless you can find one of the other two of the four prototypes built, last heard of in the Middle East...

■ Gary Pusey is co-author of *Range Rover The First Fifty*, trustee of The Dunsfold Collection and a lifelong Land Rover enthusiast. What this man doesn't know, isn't worth knowing!





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THOM WESTCOTT

Roving Reporter

Losing vital fluids

IT'S absolutely tipping down and my windscreen wipers are on their last legs, their fate compounded by the fact I recently removed the loose and flapping rubber from one, inevitably failing to get a replacement.

I also need a new nearside sidelight, after it snapped completely off when I was taping up front features for more spray-painting efforts, so it's time for a quick parts run to local Land Rover specialist Brookwells.

My friend Pete and I enter the shop, dripping all over the place, and I ask for a couple of Series windscreen wiper blades. "Oh, another one," says the man behind the counter. "Am I not the only one who waits until it's raining cats and dogs to buy new wiper blades?" I ask hopefully. "No, you certainly are not," he says. "Which type are you after?"

Now that's a good question. I propose he comes out to see – a ridiculous suggestion on such a filthy day, but instead he whips out two different wiper blades, neither of which I am convinced are identical to mine. Leaving my credit card on the counter, as proof I'm not going to make off into the rain-sodden day with mismatched wiper blades, I take them out for a quick comparison. I then spend a hapless seven minutes failing to remove either one of the extant blades, while trying to avoid an encounter with the water pooling in the middle of my dented bonnet.

"Is there some knack to this that I don't know?" I ask, dripping all over Brookwells' carpet again. Apparently it sometimes takes forcing a screwdriver in to eject the blade. With an almighty wrench of frustration, one is released and, deploying a screwdriver like a needle trying to extract a splinter, eventually we remove the second one.

Two new wiper blades and the entire new sidelight fixture come to less than a tenner. I can't remember ever before spending such a small sum on my Lightweight, let alone for three items.

"Do you still write for the magazine?"

asks the Brookwells chap, shyly. "Yes, I do," I say with a smile, while anxiously running through my head all I've said since I arrived, for anything that could be deemed offensive. I suddenly feel as though I somehow represent LRM so I'd prefer to give a good impression although, considering my general approach to all things motor-related, I probably serve either as a bad example or a terrible warning.

"Did you hear that, I'm famous," I joke to Pete although, to be fair, in over a decade of writing for LRM, this is only the third time I've been 'recognised' on the street. Pete looks unimpressed. We are both extremely

"My least favourite mechanical problem is fuel leaks and I have suffered an excess of them during my Land Rover ownership"

wet, as is the Lightweight's interior, and this is clearly not his idea (or anyone else's) of a fun day out.

Next up is a quick run to a local superstore, to fill up with petrol and procure a few other items. By the time we emerge, the rain has stopped, now it has thoroughly drenched anyone who dared to do anything with their morning. And, from beneath the Lightweight I notice a drift of rainbow-trails that can only indicate one thing – a fuel leak.

"Does oil come out all rainbow-coloured the same as petrol?" I ask Pete. He thinks so. I hope so. We drive on, pull over, wait a few minutes and then let the Land Rover roll forwards. Rainbows everywhere. I know

there's an ongoing and fairly modest oil leak but this seems excessive.

I crawl under the Lightweight, touching all sorts of horrible wet filth trying to find evidence of a leak from the offside tank, running my hands over the sodden road and smelling them for that all-too familiar fragrance of expensive unleaded. Pete opens the bonnet to check for engine leaks, while I remove my worn and torn driver's seat to see if one of the fuel tank gaskets has perished, but there's nothing obviously wrong. It starts to rain again, adding further misery.

Pete prattles on, cheerfully troubleshooting and suggesting options but, by now, I'm in a truly foul mood. "You don't understand," I say, sullenly inconsolable. My least favourite mechanical problem is fuel leaks and I seem to have suffered an excess of them during my Land Rover ownership.

Firstly, a Land Rover with a petrol leak seems rather like a bomb. Secondly, recent experience suggests that sourcing these historic military tanks is becoming increasingly tricky, and this tank is an entirely different type to the passenger-side one. Thirdly, I'm really bored of even thinking about petrol tanks. And finally, I'm only days away from getting Tim the Overworked Mechanic to fit the new nearside tank but was rather hoping to end up with two functioning tanks, not one.

I phone Tim the next day and ask if I can bring the Land Rover in a few days early. As always, he manages my high-pitched and garbled concerns about the rainbow trails with the reassuringly relaxed phase "we'll take a look".

Before driving down to the coast, I inspect the Lightweight but, on this clear winter's morning, there's no excessive smell of petrol, no obvious leak, and no rainbow trails. Still, when it comes to fuel, it's better to be safe than sorry.

■ Thom Westcott is a British freelance journalist who has written for the Times and Guardian, and now mostly spends her time reporting from Libya.





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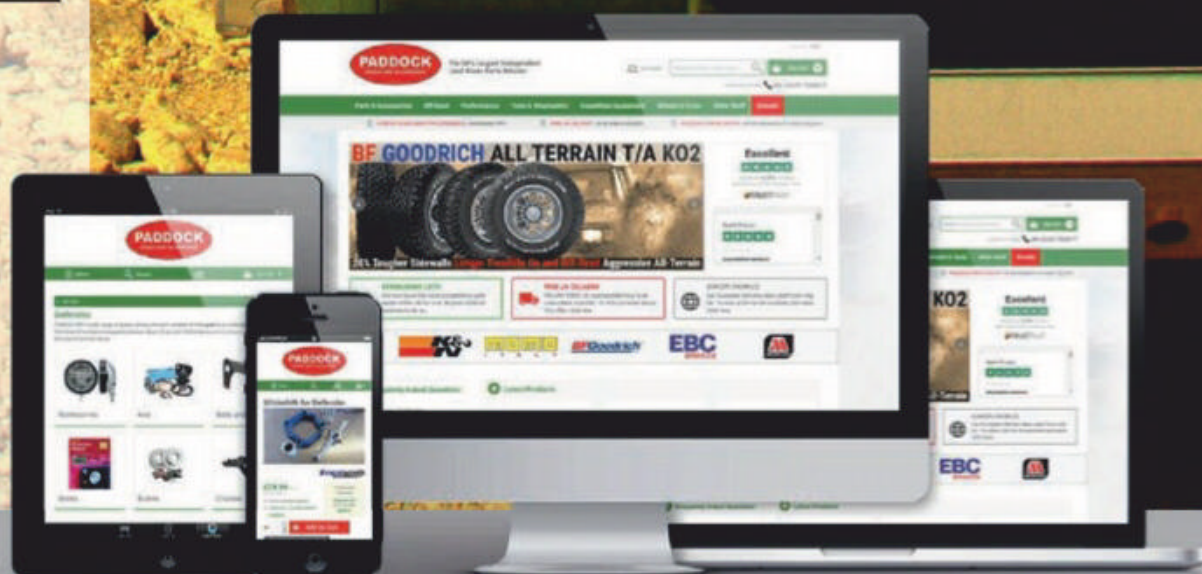
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JACK DOBSON

Dobbo Down Under

(Nearly) everything must go...

A statistic often wheeled out is that something like 70 per cent of Land Rovers ever built are still in use. A less reported statistic, 99.99 per cent of Series Land Rovers leak oil on driveways (if your Land Rover is of the 0.01% that does not suffer this affliction please tell me your secret). What is the solution? Now, an outsider will suggest replacing gaskets and oil seals but the rest of us know, long term, these efforts are futile. My solution? Attack your driveway with an angle grinder. My only advice is to carry out this activity when there is no danger of any visitors rocking up (like the postman or concerned neighbour in my case). It took me several hours but finally the driveway looks pretty damn good. I must just remember not to park Old Girl on there.

So with just a couple more weeks before we move, I have been continuing my clean-up operation. We have lived at this place for barely two years, but I am staggered by the amount of stuff I have accumulated. In my case it is mostly Land Rover parts (I am quite sure I am not alone), baseball caps and stickers (grow any sort of following on Instagram and suddenly you inundated with people wanting to send you these items emblazoned with their logos). The biggest operation (asides from the management of oil slicks) has been selling off the project that never was – ‘Max’ a 1966 Series IIA 109. I had planned a full restoration but as reality sunk in, I figured there simply was not the time and in all honesty, motivation took a bit of a dive after the intensive seven weeks restoring the last one.

Offered for sale at \$2000 I ended up paying just \$500 for Max which included delivery. I drove a bit of a hard bargain because he was the most rusty Land Rover I had ever seen in Australia and I was happy to walk away. Within a week of

purchase I had sold his incomplete Aeroparts Capstan Winch for \$450 so I then had a Land Rover owing me just \$50 (it is funny how we like to try to justify our Land Rover purchases). Since deciding to break him for spares I have been surprised by the level of interest. Indeed, I could have sold the Smith’s round heater at least ten times over which is funny given how hot it is over here! (I had initially earmarked it for my V8 Series but realised how pointless that would be, given that the floor gets so hot it melts

“With the hurdles she has put me through anyone would think she actually preferred being laid up and returning to nature”

shoes). Save for a few items liberated for my own fleet, I have now sold and given away everything. Our driveway has never looked so bare. This little enterprise has raised just shy of \$3500 which is probably a greater return than I made on the full restoration I just did! Of course, I do not want to encourage everyone to break Land Rovers for spares. If ever a vehicle can be economically saved that would be my preferred choice. In this instance we had a chassis that needed extensive work and a bulkhead that was beyond repair. I actually think it is rather nice that this Land Rover will live on in others. Nothing was scrapped, this is recycling at its finest.

Last weekend I took ‘Grandma’ (my V8

Series) to the Terribly British Car Show. There were no other Land Rovers on display so we took our place next to the huge line-up of Jaguars. I clearly did not leave sufficient room because I soon found Grandma nestled in between two rather expensive Jaguars and several people questioning why I had parked there. I think the neighbouring owner of the E-Type was particularly disgruntled as people seemed more interested in my V8 than they their immaculate V12. Whilst there are lots of Rover V8 Series Land Rovers in the UK it seems quite rare in Australia. It amuses me when people ask what gearbox I have and I tell them it is the original. More often than not, I am told ‘that won’t last long’ by a grinning commentator. I take a bit of pleasure in telling them it has lasted 20 years without any issues... Facebook is the worst place for attracting all sorts of ill-informed comments and not just about V8 conversions, last week I watched as an argument erupted over whether you could install an early Range Rover differential into a Series axle. Reading the comments it actually looked like several of the contributors had never owned a Land Rover let alone carried out the task. For the record, yes you can swap the differentials and it usually involves lying on your back (in a pool of EP90) straining to lift the new one in before realising it will not fit as you have not removed the locating dowel in the casing.

I see that the new Defender is doing a tour of dealerships in the UK. I am told it will not be until mid 2020 that we will be given the same treatment here in Australia. It seems a little unfair that we have to wait so long. Lots of people keep telling me it looks better in the metal than it does in pictures and I am eager to see for myself.

■ When Brit Jack Dobson emigrated to Australia in 2010 he took his passion for Land Rovers along with him.



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DUNSFOLD DIARIES

WITH PHILIP BASHALL



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is not yet open to the public but is hoping to establish a permanent museum. You can help make that a reality by becoming a Friend of the Collection for an annual subscription of £35. Visit dunsfoldcollection.co.uk to see more.

Despite the 'S' registration, this Carmichael FT6 fire tender was converted from a 1960s Series IIA 109



Going Forward

Philip discusses the pros and cons of Forward Controls

SOME YEARS AGO, I owned a Forward Control Land Rover that had four slots cut into the flat-bed behind the cab. The previous keeper put the slots in to locate the wheels of the 80in Series I that he transported to off-road trials in the back of the Forward Control. Try doing that with any other kind of Land Rover!

That unique load-carrying ability is what made the Forward Control so special in Land Rover's product range of the 1960s. The idea was simple: move the driver and passenger forward so they're sitting right at the front of the vehicle and you straightaway free up a lot more load space. By adding a separate frame on top of the chassis to carry a load bed, Land Rover could offer a vehicle that could carry 30cwt, or one-and-a-half tons, yet still had unrivalled off-road capability.

This design was known as the Forward Control, for obvious reasons, and was offered as a 109in Series IIA from September 1963. Land Rover had experimented with an 88in version, too, but decided not to go ahead with it.

I recently came across a black-and-white photo of a Forward Control chassis, reproduced here on the page opposite, which is extremely interesting because it appears to show a prototype Series IIA. Certainly there are lots of unusual features: vent hinges on the bulkhead that date it to 1959-60; early-type half-shafts; a plain front panel; the strange location of the choke and hand throttle at the back of the seat box...

The chassis is also left-hand-drive, and the cab appears to be painted Bronze Green and is fitted with oversized US-spec indicators. It's a weird vehicle and not something I've seen before.

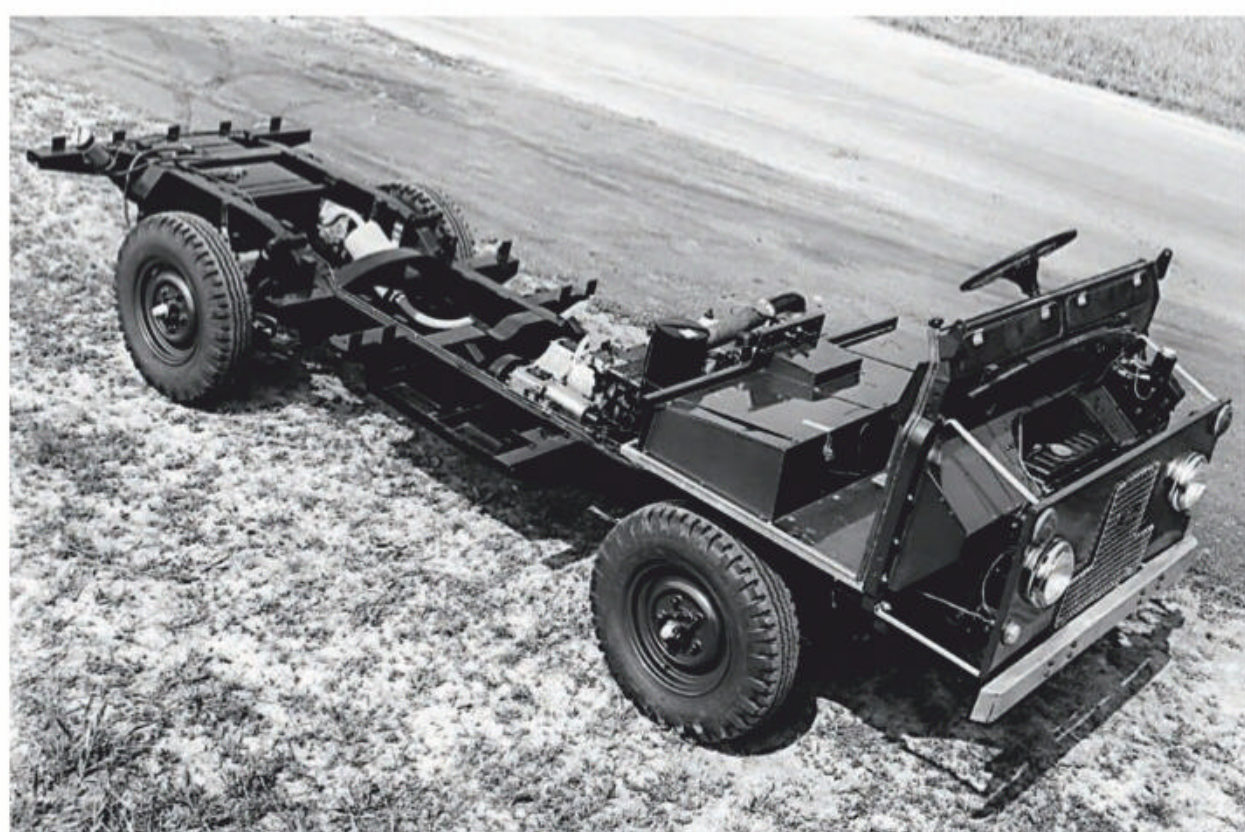


Philip used to own this SIIA, with fixed-side body

The Series IIA Forward Control wasn't a total success for a couple of reasons. First, because Land Rover's 2.25-litre, four-cylinder engine struggled to pull its extra weight along; the diesel version had an even harder job. So, from August 1963, Land Rover offered the 2.6-litre straight-six from the Rover P4 saloon as an option. The Forward Control was the first Land Rover available with a six-cylinder engine but, as James Taylor explains in his excellent new book *The Complete Catalogue Of The Land Rover*, initially the 'six' was for export only, because there weren't that many engines spare while the P4 was still in production.



Dunsfold's Series IIB chassis number one is powered – if that's the right word – by a 2.25-litre diesel



Rarely-seen picture of a prototype Series IIA Forward Control chassis – note the left-hand drive

The other problem with these early Forward Controls was that they had a standard Land Rover track and therefore could be a bit unstable off-road. Which is why, in January 1967, the Series IIB was introduced, with heavy-duty ENV axles and a wider track. Unlike the regular 109in Land Rover, the Series IIB Forward Control was called a 110, since its wheelbase was actually 109.75in. The headlights were also repositioned lower down – it's the easy way to tell a IIA and a IIB apart, although a few late IIAs were made with the revised arrangement.

The Dunsfold Collection has the first production Series IIB Forward Control, chassis 33500001A and registered NXC 511D. It's pictured at the top of this page shortly after a total restoration, when we lent it to a Land Rover event in 2007 to celebrate the launch of the Puma-engined Defender. I bought it in 2004 as a rusty old pig of a thing, but complete and very original in every respect, including engine, gearbox and axles.

You can just make out in this shot the diagonal bracing bars for the canvas tilt, which run from the corner posts to the inboard ribs that support the tilt. There

are no central posts, which means that, on a dropside body, the sides can be lowered while the roof is still in place. Parts for this hood frame are now very scarce, along with other components unique to the Forward Control such as the front panel and the bottoms of the doors. The chassis, too, is different from any other Land Rover's.

By the time the Series IIB Forward Control came along, Rover had stopped making the P4 saloon and so there was no problem sourcing its six-cylinder engines. Land Rover therefore dropped the four-cylinder petrol but retained the 2.25-litre diesel as an option – which is what's fitted to chassis number one. She's a slow old thing: the transfer box has slightly lower gearing to compensate for the diesel's modest power and she's flat-out at 45mph. You can't fit an overdrive, either, because the gearbox (which was shared with the One Ton) has a longer mainshaft – and a lot of Forward Controls were fitted with power take-offs to drive optional equipment such as a hydraulic centre-mounted winch, a fire engine pump or a cherry picker. The latter were popular with electricity boards, and



Swiss fire service had several Forward Controls



Prototype Land Rover bus remained a one-off

we serviced quite a few at my father's garage back in the day.

At least the Forward Control's 9.00x16 tyres helped raise its cruising speed a little. The Series IIB wheels had a significantly greater offset to help improve its track, which means they are now some of the most desirable Land Rover steelies for off-roading because the offset improves the steering lock: you're looking at £600 for a set of four these days. And the step ring that was fitted to each front wheel is absolutely vital for climbing up into a Forward Control – there's just nothing to stand on otherwise!

Once you're in the cab, however, a Forward Control is much like a regular Land Rover to drive, apart from the steering column being a bit more upright. Series IIAs had a floor-mounted 'pudding stirrer' gearchange that wasn't very easy to use, so on the IIB it was relocated to the centre tunnel. The low top speed is the most limiting factor for drivability.

The Forward Control was never a big seller for Land Rover, and the V8-powered 101 of the early 1970s was for Army use only. That didn't stop independent companies from offering their own versions, particularly fire tenders from the likes of Carmichael and HCB-Angus. The picture that heads the page opposite is of a Carmichael FT6 that used to be in the Dunsfold Collection, and which was converted from a standard 109 Series IIA by mounting a second bulkhead at the front of the chassis. The driver and passenger sit either side of the engine, while their old seatboxes are now used by the crew behind them!

Despite their character, it's the Series II Forward Controls' restricted usefulness that keeps values down (£10,000 will buy you the very best) – plus, of course, the space you need to garage one. Although you could always park your 80in on top to save space, of course...

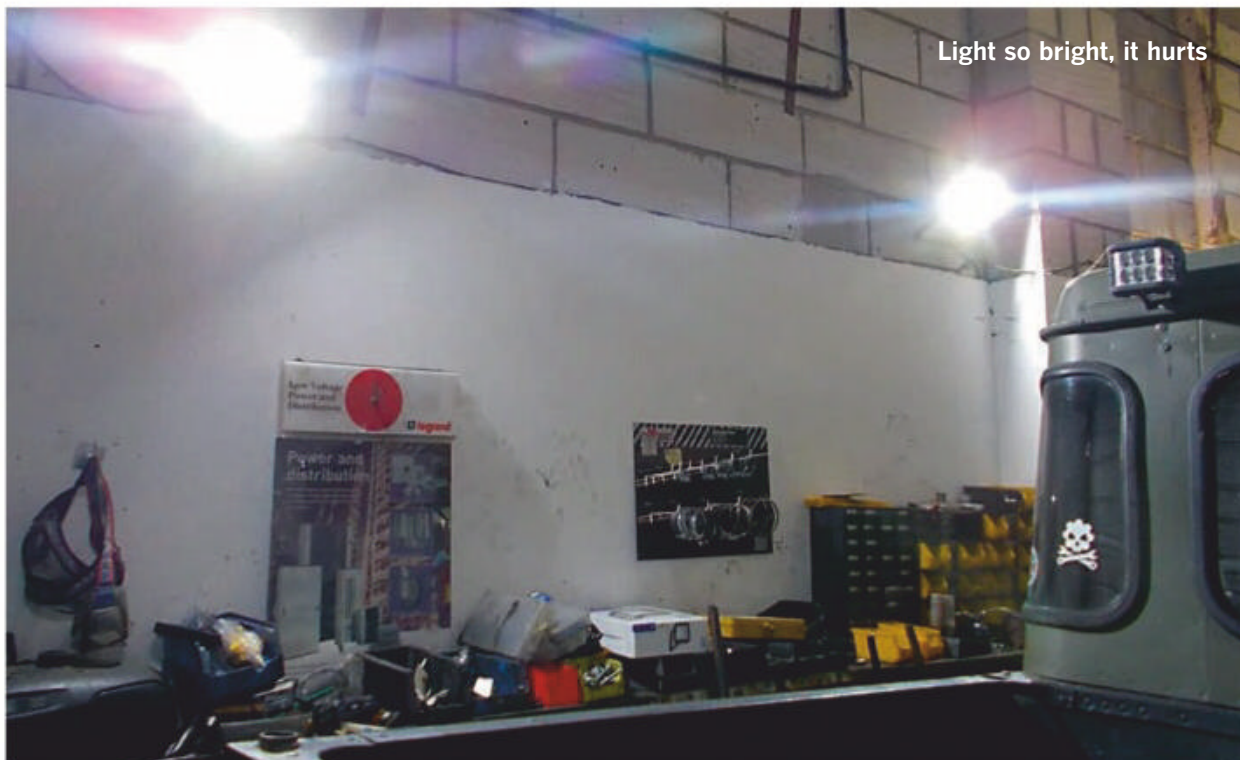


Let there be light

OLD age creeps up on you. I'm the far side of 50 and it is starting to show. Visiting customers still comment on the way I can clamber around an old Land Rover, from inside the engine bay to underneath and back like a rather oily chimpanzee, but after a hard day's spannering I sometimes feel as though I have been run over by one of my own vehicles. And in the world of Land Rover fettling there are plenty of hard days. Everything is big and heavy, every fastener is done up super tight, seized solid or both. A lot of the 'ordinary car' mechanics I talk to really hate working on Land Rovers for exactly this reason. I have to admit that when I have to give my little Peugeot some attention I am always amazed at how small and light all the parts are. The wheels seem to weigh little more than a cheese sandwich (and probably have about the same strength).

The job is always harder in winter. I am writing this in the middle of a cold snap, while suffering from a heavy cold which has been slowing me down for a couple of weeks now. My workshop is not especially large, and last winter I bought a very good little diesel-fired space heater to keep it snug and cosy. I have had space heaters before: most of them make an infernal racket and raise the temperature in the workshop by about 15 degrees in two minutes flat, at which point they run out of diesel. The one I have now is a good deal smaller and can be left running while I am working. There are enough draughts blowing round the doors and windows that ventilation is not an issue, but I have fitted a carbon monoxide alarm just in case.

When I first set up this business I was working out of one half of an old timber-framed barn clad in corrugated iron. Looking back I am a little surprised that I even survived the experience, let alone managed to repair any vehicles in there. When it rained the front half of the workshop flooded. When the wind blew, the corrugated sheets flapped about and occasionally fell off. A strong easterly wind stopped work altogether as the doors were so dilapidated that there was



a risk of them being blown off the hinges. The place was huge and impossible to heat: on cold days I would be wearing five or six layers of clothing and looked like the Michelin man. And then there was the lighting. Or lack of it...

The place was near enough unlit. There were three or four pendant household bulbs high up on one of the crossbeams, a couple of striplights nailed to the wall, and a 500 watt floodlight in one corner which blew its bulb every couple of days. There were no windows: even with the big double doors open in midsummer, very little light penetrated to the back of the workshop. I had to develop the ability to work by feel and touch, and in the three years I was there I became so used to the poor lighting that I no longer even noticed it.

Lighting problems seem to have followed me around from one place to another. The big workshop that I rented in Thetford had industrial lighting: eight ceiling-mounted sodium discharge lamps of 800 watts each. They were wired so that all eight came on at once, leading to industrial-scale electricity bills. From time to time one of them would expire with a loud bang: I would wait until four had failed and I was starting to struggle with poor lighting, before calling the landlord to arrange for a man with an access platform to come in and fix them. All in all, I wasn't too impressed with the sodium lamps. Once up to temperature, if they were switched off a thermal cut-out prevented them from coming back on for about 20 minutes. I always meant to talk to the landlord about replacing them, but at the time there were no obvious alternatives which would illuminate an industrial-sized space. The Thetford workshop was huge.

When I moved to my current premises

the lighting seemed perfectly adequate, with six big fluorescent tubes mounted high up on the roof support beams giving a nice even spread of light. That was three years ago: since then a couple of the tubes have failed and as my eyesight slowly deteriorates with age I have had to look at upgrading the workshop lighting before I end up fumbling around in the dark as I used to do back in the early days of my business.

Over the last few years LED lighting has become widespread and affordable for domestic homes: I replaced all the bulbs in my house with LED lights and have been very impressed with the results. As the technology has developed, brighter and more powerful LED lights have become available at a very reasonable price, and a couple of weeks ago I finally decided to visit a local electrical wholesaler and see what they had to offer.

I came away with four LED wall-mounted floodlights: three at 50 watts and one smaller 25-watt unit. The larger lights are rated at 4000 lumens which is roughly equivalent to a 250-watt halogen floodlight. Having installed these new lights I cannot recommend them highly enough. I now have more than enough lighting for my tired old eyes.

The next issue to consider will be access underneath vehicles. I have always managed without a four-post lift until now: they take up a lot of workshop space and the vehicles I work on have more than enough ground clearance to be able to slide underneath them without having to jack them up. But I'm getting a bit old for rolling around on cold concrete floors: if I want to carry on working on old Land Rovers (which I do), then before too long I am going to have to sacrifice some of my precious workshop space to make room for a ramp.

Quick fix

ONE of the little joys that make this job worthwhile is when a customer brings you a vehicle with what appears to be a major problem, and you fix it in a couple of minutes at almost no cost. Jobs like that might not generate a lot of income but they are very good for massaging one's ego, which can take a bit of a battering when things go wrong. A few days ago I had a visit from the current owner of 'Piglet', my old Discovery 300Tdi automatic. The vehicle looked very smart, having been treated to a bit of machine polishing: but something was amiss with the fuel system.

Like most 300Tdi automatics, this one has the Bosch Electronic Diesel Control (EDC) system, sometimes referred to as fly by wire as there is no physical connection between the accelerator pedal and the injection pump. Instead of a throttle cable (as on manual Tdis) the system uses an electronic system, with fuelling controlled via a potentiometer and microswitch on the pedal and various sensors detecting temperature, airflow, engine speed and suchlike. Modern cars almost invariably use electronic throttle control: it is a proven, well-developed technology that gives very few problems these days. But back in the mid 1990s it was a bit of a novelty, and the Bosch EDC system can give all kinds of problems as it ages.

The owner and I had discussed converting Piglet to pure mechanical injection using the pump and injectors from a manual 300Tdi, but while the vehicle was running well we decided to leave it alone. It had always been tricky to start from cold, requiring careful manipulation of throttle and ignition key to persuade it to fire up, but seemed fine otherwise: the Check Engine light would occasionally come on when descending a long hill, but this seemed nothing much to worry about. Now it had developed a new fault. With the engine hot, if the owner stopped to refuel, on restarting the engine would surge to 2000rpm for a couple of seconds, drop back to idle and the Check Engine light would come on. The vehicle seemed to be down on power with the light illuminated.

While the owner was on his way over to make arrangements to junk the EDC system entirely, I dug out the factory workshop manual to see whether I could learn anything. It confirmed that the system incorporates a 'limp home' facility allowing it to run with reduced power in the event of a component failure. The fault appeared to be temperature related and the schematic diagram showed a coolant temperature sensor providing one of the inputs into the system. This sensor sits on top of



EDC system problems? Try changing this sensor

the cylinder head about halfway along and can be found on most 300Tdis. On manual vehicles it forms part of the Exhaust Gas Recirculation (EGR) control system. I had a manual 300Tdi engine sitting in the workshop waiting to be fitted to a Defender. I checked the parts book and found that the EDC and EGR sensors were exactly the same.

I thought it had to be worth trying to change the sensor. The vehicle arrived at the workshop, I lifted off the soundproofing engine cover, disconnected the wiring plug and then carefully loosened the cap on the expansion tank to release pressure from the cooling system. Be very careful when doing this: if the system is under pressure you may scald yourself, as many people have done over the years. Use a thick rag over the cap to protect your hand. Wearing gloves (again to protect against scalding) I unscrewed the sensor and then quickly fitted the replacement before too much coolant could escape. I snapped the connector back on and turned the key. The engine fired immediately, straight to a steady 800rpm idle and no warning light. The customer and I looked at each other. Fluke? I switched off and tried again. The result was the same.

This sort of instant first-time fix can look a bit like witchcraft, but it isn't. All I needed was a little basic knowledge of how the EDC system worked, allowing me to make an educated guess at what the problem might be. Quite a lot of problems can be solved this way, but sometimes that bit of knowledge and experience can actually work against you, as another Discovery problem reminded me this week.

The vehicle was a low-ish mileage 200Tdi, newly purchased and booked in for a major service and timing belt change. A few days before it was due in the owner rang me sounding worried. He had taken the vehicle out for a drive, and by the time he returned the oil pressure light was coming on at idle. He had checked the oil level and it was fine. The engine seemed to him to be running well



200Tdi oil pressure switch – a lot cheaper than an engine rebuild

and not making any unusual noises.

At this point, someone with no knowledge of the 200Tdi engine would say "it's probably the switch. Change it". What that person would not know is that there is a well-known issue affecting the 200Tdi engine (and other four-cylinder Land Rover engines with the same camshaft design) in which a cam bearing can 'walk' out of its housing in the engine block, resulting in very low oil pressure at idle. I have seen a few of these over the years. Oil pressure switches on the other hand tend to fail in the 'off' mode, so that the light does not come on at all. I told the customer that it might be worth changing the switch as they cost buttons, but that it was more than likely that his engine had a displaced camshaft bearing, which would mean a comprehensive stripdown (head and timing case off for starters). I advised him not to use the vehicle until the cause of the problem had been confirmed.

He didn't fancy trying to change the oil pressure switch himself, not being mechanically minded, so he very gently drove the few miles over to the workshop with the oil pressure light flickering, afraid that at any minute the thing would blow up or seize solid. He left it with me and the next morning I connected up an oil pressure gauge and ran the engine up to temperature at a fast idle. Result: 60psi at 2000rpm dropping to around 30 at idle. You don't get better than that on a 200Tdi: just for once, it was a faulty switch.



Inside a Lightweight:
a good place to be

Happy memories

I seem to be having Lightweight flashbacks. My first-ever Land Rover was a 1973 Series III Lightweight, more than 30 years ago now. It was a very rough, heavily-abused example and I didn't keep it for long, but it must have started something, because I almost immediately went out and bought another Land Rover to replace it (1965 Series IIA diesel in even worse condition than the Lightweight) and I have owned at least one Land Rover for most of my life since then.

Just lately I seem to be encountering a lot of Lightweights: I have two in the workshop at the moment, and at the other end of the yard Dave the landlord is putting the finishing touches to his own Lightweight restoration. At one point we had four Lightweights on site: one has just returned to its owner after some gearbox repairs. As so often happens with Series vehicles, the flat springs in the third / fourth synchromesh hub had ended up mangled in the bottom of the gearbox case: this doesn't stop the vehicle, but makes for a very crunchy gear change. I have read a couple of articles suggesting that it is possible to

change these springs through the top of the gearbox without having to strip it down, but I have never tried this. Fitting the new springs is hard enough when you have the synchromesh hub in your hand and can see what you are doing: trying to do this job with the hub still inside the gearbox casing would probably run me out of patience fairly quickly.

In any case, this particular vehicle was starting to leak a fair bit of oil from the rear crankshaft seal which made the decision fairly easy. I dropped the gearbox out from underneath (Lightweights have a removable gearbox crossmember which makes this easy), unbolted the front cover and found that the layshaft bolt had come out. This is very common on Series III gearboxes: the bolt is supposed to be thread-locked in place, but whatever substance Solihull used, either it was not sticky enough or they didn't apply enough of it. A loose bolt will allow the layshaft to float back and forth in the casing: eventually it will either break the locating teeth off the front of the layshaft or trash the bearing housing at the back. This one had done neither. If you have the engine

or gearbox out of a Series III for any reason it is always worth taking the cover off (four nuts and three bolts) and checking the layshaft bolt. All it will cost you is a few minutes and a new gasket.

This particular vehicle had a five-bearing engine which made replacing the crankshaft seal relatively easy. On three-bearing engines the sump has to come off for starters and it gets worse from there. I have had more than enough problems with these crankshaft seals and so I am always a little apprehensive until the vehicle has been road tested and come back with the underside clean and free from leaking oil. This one was fine. Driving it took me straight back to my early Land Rover days, when the whole world seemed to smell of a mixture of petrol and EP90 gear oil, and every journey was an adventure with an uncertain ending. Yes, the vehicle really was that unreliable.

Tucked away in a barn I have another 1973 Lightweight, bought many years ago as a restoration project. For various reasons I have never got round to doing anything with it. It sits forlornly on four flat Goodyear Extragrips, covered in dust and cobwebs. From time to time I go to the barn to check that it is still there. Maybe 2020 will be the year I finally bring it back to life. My first Lightweight had an ill-fitting truck cab and was painted in blue Hammerite: I don't think I will be trying to recreate those two features, nor the tendency to break its offside rear halfshaft every few hundred miles.

Incidentally, if anyone knows what happened to Q330 JWU I would be interested to hear. It no longer appears to be registered with DVLA but may have had an age-related registration issued in place of the Q plate. Is the old beast still out there, emptying wallets and breaking hearts?



Series synchromesh hub and new springs



Loose layshaft bolt – common on Series III gearboxes



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Want to look the part when parking up at the Burleigh Horse Trials but not look like a fool when trying the extreme mud-run at the Billing Off-Road Show? Then we think you might like Terrafirma's Defender 110: it's classy yet capable

Story: Patrick Cruywagen Pictures: Alisdair Cusick

I don't like calling them this name or term but 'old Defenders' are still just as popular as ever. In fact, when they stopped producing them four years ago their prices just rocketed as they became a must-have accessory amongst the fashion conscious and average LRM reader. One might even argue that they have become more popular, most definitely so amongst the thieving bastards who nick them. Which is why some enthusiasts would rather drive an affordable Freelander, Range Rover or Discovery. I mean when was the last time someone nicked one of those?

The same 'tired and knackered' Defender 200Tdi which might have cost £2500 in 2015 is now being sold as a 'must-have collectable' for £5500. Just with more rust. People always want what they can't have though today it's more a case of what is not produced anymore. The reason I get so excited every time I get into my 110 is because it's a part of my identity. It's an extension of who and what I am. So when Eddie Priscott, the Director of Terrafirma, called me to come and look at his recently-finished project Defender 110, I knew that it would be his vision of what a Defender should look like.

Eddie has been involved in the 4x4 accessories market for several decades now and the man knows a thing or two about what works and what does not. Did you watch Ewan McGregor and Charlie Boormans' 'The Long Way Down?' They drove two BMW motorbikes from John O'Groats to Cape Agulhas. Well not really, they had a pair of Nissan Patrols with a crew who pampered and looked after them along the way, and it was Eddie who worked long into the night preparing those expedition support vehicles. It's what he knows and what he is good at.

Now the eagle-eyed amongst you will recognise this Defender as the 110 that stole most of the attention at the Great British Land Rover Show held at Stoneleigh near Coventry. It's a recently created mobile advert for Terrafirma and the perfect platform on which to test its new products and latest creations. Proof of this is some of the new bits that have been added since the show, while some products such



Snorkel hugs
body line
perfectly

as the brackets for the bulkhead lights are still in development. Incredibly these lights were probably the single most photographed accessory at the show due to their unique location. I bet you the latest copy of LRM that by the time we get to the 2020 Billing Off-Road Show, several Defenders in attendance will also have bulkhead-mounted lights! If you create an accessory that the masses like they will follow, buy it or else make it themselves. Production brackets are available now.

As we make our way around the extreme off-road course at Tixover, I ask Eddie what motivated him to turn a 2010 former military police Defender 110 into this? "We need to give customers a reason to pick our products over the other options out there. This Defender shows them exactly what can be done with our products. We want to be trendsetters with our offerings, we certainly have the experience."

Before you start emailing me or Terrafirma to ask for the paint code for their 110, think again. The 110 was previously white until the talented crew at Vinyl Revolution got hold of it and gave it an urban grunge pattern – so it was wrapped and not painted. We at LRM just love the faded Union Jack on both sides. I once looked at getting my Defender wrapped but then realised that a decent wrap costs the same as a paint job. Eventually my bank manager, who also occasionally doubles up as my wife, convinced me that it looked just fine with its faded original paint. I must say I do agree with her.

Eddie pops his 110 into low range as we start to climb up some rocky boulders. I ask him about the decision to go with the Italian-made Terrafirma Dakar 7x16 wheels (which are load rated to 1500kg) paired with BF Goodrich KM3 Mud Terrain tyres. "We have used 30mm wheel spacers and the tyres fill the wheelarches rather nicely. I think the 285/75/16 tyres work brilliantly on a Defender. Definitely the best all round size available and they don't affect the steering lock, braking or engine performance in a negative fashion."

On the subject of brakes he has fitted the Wavy cross-drilled and grooved brake discs which definitely look good. These coupled with Terrafirma performance brake pads ensure that we are able to comfortably stop when we



“We want to be trendsetters with our offerings, we have the experience”

find ourselves precariously balanced on top of one of the biggest boulders. “Does one really need this set-up on a Defender?” I ask. “Performance pads give a higher coefficient of friction when cold. Most brake pads are great when hot but when driving a TDCi Defender with its high torque motor and low gearing you need something with bite,” argues Eddie.

So while there is no doubting its stopping ability what about its off-road improvements? “The heavy-duty shafts and CV joints are made from aerospace material. Then we have also fitted a fuel tank guard, rock sliders, rear bumper corners, diff guards front and rear, a steering guard and castor-corrected radius arms with polyurethane bushes. While the bushes make for a firm ride the car still flexes the way it should,” he reveals. Eddie proves this in a cross-axle pose on some rocks and photographer Alisdair cannot open the back door. I am more than impressed – this is more than a show queen, Eddie has built something that will outperform a standard Defender on a rough expedition. He has added parts that will enhance, perform and protect. If you were to do rough trails on the weekend in this and hit a rock or slide into a tree, the chances are it won’t damage the bodywork.

Furthermore, if a mate needs a hand or a recovery there is an A12000 Terra Firma winch housed in its new Skeleton AC winch bumper. Compared to my ARB monster bumper it’s more minimalist but still more than up to the task with its 6mm thick winch tray and lightweight bumper ends which are great for keeping the weight down and improving fuel consumption. Plus it gives a better approach angle, can house a winch and will protect it! I ask Eddie about the £450 12,000lb of pulling power winch. “We have sold over 2000 of these winches in two years with hardly any warranty issues. We know they work and we support people who own them



It's snow time...



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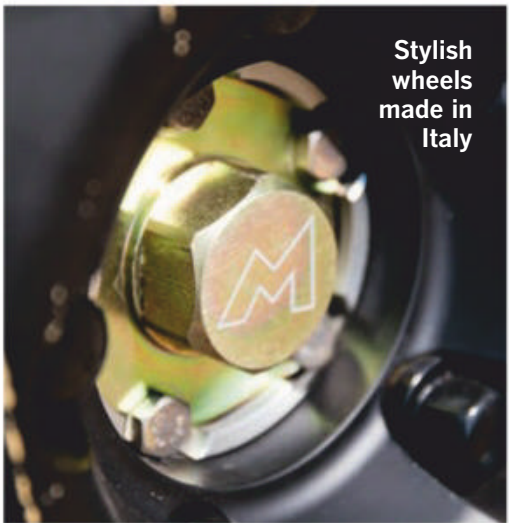


Prototype Terra Firma Defender ladder

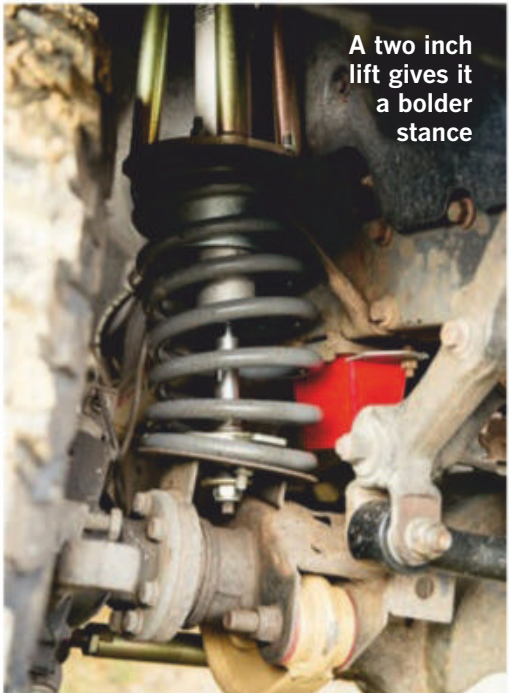




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My 110 with its standard Land Rover suspension would struggle over some of the rocks we now find ourselves climbing over. The TerraFirma Defender has medium load 2-inch lift front and rear coil springs which are combined with eight-stage remote reservoir shock absorbers. I ask Eddie why the change from Nitrogen adjustable shocks? “We used to sell a lot of those but never sold the gassing kits. This made us worried that people were buying them but not adjusting them. So we have replaced the Schrader valve and just have the adjustable knob so that people can’t mess about with them and put air instead of nitrogen in. I run between setting 2 and 3 at the moment as the Defender has no load. The more weight or load the higher the damping ratio setting. You can adjust them to get the ride quality or characteristics you want. This Defender still has anti-rolls bars and corners comfortably. Remove them and you would have to crank up the damping ratio setting.”

From what I have observed thus far, Eddie has tried to create something that offers the best of both worlds, steady while swift along on the tar but still capable on the challenging off-road stuff. As the back wheel falls into a hole I notice there are dislocation and relocation cones which allow the springs to drop right out. This allows the tyre to kiss the ground, grip and help us move forward. Pretty impressive stuff really.

Eddie stops on the rocks and we take a look under the front of the Defender. I notice the heavy-duty steering rods and adjustable Panhard rods. I enquire why. “They might only be a small thing but it makes a massive difference especially with bump-steer. When you have lifted suspension and the Panhard rod goes out of parallel with the ground, having adjustable rods just helps bring them parallel again.”

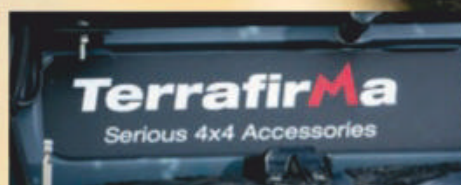
Time to hop back into the warm Defender. As for the interior not much has changed except for the retrim kit for the seats. The fabric was originally destined for Red Bull Racing applications but they decided it was too heavy. The

“Eddie has created something that offers the best of both worlds, swift on the tar but capable on the off-road stuff”



TERRAFIRMA DEFENDER

Now that's
what we call
a cross-axle



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outside edge is the same hardy material one finds on motocross bike seats, while the bit you sit on is traditional in feel but stunning in colour and look. "We wanted a modern expedition yet sporty fabric that breathes well and is wipeable. We don't do quilted leather. That is not what we are about," states Eddie firmly. The only other non-standard bits in the interior are the parcel shelf and roof console. This was done to address the alarming lack of packing space in a standard Defender.

There are a lot of middle-aged Defender fans who want to drive a really well-sorted vehicle but at the same time they don't want to upset the neighbours by having some banging eyesore off-roader on the driveway. This is that Defender. It's for going to work in on the Monday after spending a weekend shooting, with the family or off-roading. TerraFirma's products are designed to protect the vehicle and also increase its capability.

As for under the bonnet, this 2010 Defender 110 has the standard 2.4-litre engine. Thus far it remains untouched and Eddie feels that it's more than enough for what it needs to do. If anything he is a little cynical about tuning it. "In the future we might consider something to improve fuel consumption. I don't want flashing lights on the dashboard as I have seen that happen to tuned TDCi Defenders. Once you start to put a rack and a snorkel on your fuel consumption goes down to 18 anyway, so why tune it?" The man definitely has a point.

Despite the end of Defender production, TerraFirma has invested heavily in expanding its Defender range of products. It obviously want to turn the place into a one stop-shop for Defender owners, where they can get it all. Everything you see on this Defender can be picked out of the TerraFirma catalogue and comes in a cardboard box, and you could fit this at home, in your garage or on your driveway. Is this what a modern day Camel Trophy vehicle would look like? Eddie thinks so and we might just agree with him.

MASSIVE thanks to the incredible Eddie Copley and Protrax for the use of the Tixover site for our cover shoot. If you need 4x4 training, a 4x4 venue and want to go on a guided trip with one of their experts, then go to protrax.co.uk.



Seating fabric was originally destined for Red Bull Racing



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New Generation

An autumnal off-road weekend in mid-Wales offers Nick Dimbleby and friends a chance to revisit some favourite haunts, as well as introducing greenlaning to the next generation

Pictures: Nick and
Oscar Dimbleby

Ben Metcalfe and daughter Hope make their way down a greenlane in the fading light and mist. Their Series I 107 pick-up dates from 1954, and the difference between its headlights and the following vehicle's xenon beams is quite apparent



THIRTEEN years ago I went on a greenlaning weekend with some friends and family, fearing that it was going to be one of the last times that it would be possible to drive off-road in the UK. The NERC (Natural Environment and Rural Communities) Act of the same year included some quite radical changes to rights of way. Councils were required to re-classify all unsurfaced roads or UCRs (Unclassified County Roads), RUPPs (Roads Used as Public Paths) and BOATS (Byways Open to All Traffic) as byways, either 'open to all traffic' or 'restricted'. Overnight, hundreds of vehicular rights of way were lost for ever.

With a rationale that is perhaps hard to understand now, such a dramatic and Draconian act saddened me so much that I hung up the keys to my Defender and stopped going greenlaning. With two young children also on the scene (my son Oscar was born in 2005, while my daughter Poppy is a 2008 vintage), and with friends selling their vehicles and no longer driving off-road, it seemed all the more futile.

I knew that this wouldn't last forever though. In 2016, my trusty 100-inch hybrid, TEW 78X, came out of storage and benefitted from a major overhaul by Ben Stowe of Black Paw 4x4. One of the most significant changes to the vehicle was the fitment of two rear seats for our children to sit in the back. Prior to that, TEW had been a strict two-seater, which meant that going off-road as a family was impossible. As I



was keen for the children to at least give it a go, this was an important step to getting back to the lanes that my wife and I had enjoyed a decade previously.

The final prompt came from my good friend Dominic Marder, who mustered a small gathering of friends for a weekend's off-roading in mid-Wales via WhatsApp – a sign of the times. Our crews were: Dominic and Rich in Dom's 4.6-litre V8 90, JB and Bernd in Bernd's Puma-powered Defender 90, Ben Metcalfe and daughter Hope in Ben's Series I 107 pick-up that they used for their John o' Groats to Lands End charity run (for full feature see December 2019 issue), and finally us Dimblebys (Lisa, Oscar, Poppy and me) in my 100-inch V8.

The super-knowledgeable JB was put in charge of the routes, and the decision was made to base ourselves in the mid-Wales market town of Rhayader, gateway to the Elan Valley. Conveniently enough, there are a number of superb byways nearby, allowing us to make the most of our time in Wales with the limited daylight hours available. The only question mark now was the weather.

As Bernd had made his way over from his native Holland and wanted to maximise the time spent off-road, JB, Dom and Rich started the weekend early with a few lanes as a prologue on the Friday afternoon. With school and work commitments for Ben, Hope and the four of us, we arrived on the Friday evening after a late evening dash up from the South Coast and Midlands respectively. Due to time constraints, Ben decided to trailer the Series I, although their 1000-plus-mile journey earlier on in the year had proved that there were no mechanical concerns with the 64-year-old 107 Truck Cab.

A traditional Welsh breakfast started the weekend, along with an overnight surprise: a moderate dusting of snow that had settled enough to turn the vehicles white in the hotel car park. Snow willing, today's plan was to head east on the A44 to do a series of lanes between Llandrindod Wells and Presteigne.

Before then however, it was time for the traditional session marking up the OS maps over breakfast. Amusingly, Lisa and I were the only ones physically marking up paper maps, with the rest of the crews benefitting from the latest in-cab iPads and GPS/laptop technology to show exactly where they were and the routes ahead. We're not complete Luddites of course, as we also ran digital Ordnance Survey maps on my phone to verify exactly where we are, but old habits die hard and we do love a paper map.

Heading out into flurries of snow was an unexpected but



Ben's Series I makes light work of a bit of standing water – the broken ice shows how cold it had been the night before

The small convoy of vehicles heads onwards and upwards to the snow on higher ground



“Heading out into the flurries of snow was an unexpected but fun start to the day”

fun start to the day, although on our first lane (known as Pye Corner), the snow cleared and there was precious little of it left by the time we finished the lane. The occasional puddle or standing water on the track was made interesting by a thin layer of ice, but it wasn't deep enough or thick enough to cause any damage to the radiator of the lead vehicle.

In the distance though, we could see that the hills where we were headed were topped with white, so there was much excited chatter on the radio from members of our party (both young and old) about the potential for a snowball fight. As we headed higher on a lane known as 'Water Break its Neck' (named by the waterfall along its route), the mist descended and the exterior temperature plummeted. No wonder there was still snow on the ground.

Of course, a snowball fight was too good an opportunity to miss, and our convoy came to an impromptu stop at the highest point on the track to enjoy a bit of a lark about followed by a coffee and a biscuit. Great times!

The cloud and mist remained with us for the rest of the



Bernd's Defender proudly sports 'Dutch Mountain Rescue' decals (geddit..?)



If you look carefully you can see that Rich is preparing his revenge after being comprehensively caught in the snowball fight earlier



track, which meant that we missed out on the views normally offered by this lovely greenlane. We also noted that Powys County Council was bringing a temporary TRO (Traffic Regulation Order) into force on this lane between November 14, 2019, and March 31, 2020 to prevent winter damage, something that is to be encouraged to ensure that the lanes we still have remain open. We drove it on the second weekend of November, so managed to do it before the winter closure.

A late lunch stop that included slices of pitta bread dipped into a Camembert cheese fondue (that had been warmed on the manifold of Ben's Series I) came next, after which it was on to our final trio of lanes of the day: three relatively short tracks that included a lovely run through some autumnal trees, a side slope, a technical V-gulley section and a small ford. As darkness descended, the mist thickened, making it wonderfully atmospheric with our headlights piercing through the fading light, the V8s burbling as we drove at walking pace through the trees. Back on the road, with heaters turned up to full, it was time to head back to the hotel and a visit to the curry house in Rhayader.



Tasty Camembert fondue was prepared under the Series I bonnet



Side slope required a bit of care




A beautifully sunny day on Sunday, meant that TEW's soft top had to come off

From the snow, mist and dampness of Saturday, Sunday could not have been more different. We awoke to the most beautiful sunrise, the temperature just below zero and not a cloud in the sky. Perfect weather, then, to take the soft top off TEW, allowing us to really appreciate the views and sunshine, albeit wrapped up warm inside with coats, hats and the heater cranked up to max.

As most of us had work on Monday and a reasonably long drive home, today's lanes were relatively straightforward with the accent on enjoying the sun and views. Byway Cliffordd heads upwards north out of Rhayader and it's a classic. 'Cliffordd' is Welsh for 'byway', and the sign at the southern end seems to have been adopted as its de facto name amongst off-roaders, trail riders and ramblers alike. Cliffordd is a lovely lane that leads up on to the open moorland above the Craig Goch Reservoir, and on today's beautifully clear day the views over mid-Wales were stunning. It's not a technical drive at all, but it was a fantastic start to the morning and we didn't rush.

The lane ends at a high point on the moors next to the road, and our little convoy joined the black asphalt and followed it

A white Land Rover Defender is driving towards the viewer on a narrow, snow-covered path through a dense forest. The vehicle's headlights are on, illuminating the path ahead. The trees are tall and thin, with some snow on the ground and branches. The atmosphere is misty and atmospheric.

Heading up into the
mist and snow on a
track called 'Water
Break its Neck'

**“The mist thickened,
making it wonderfully
atmospheric, the V8s
burbling as we drove
through the trees”**



down to the Pont ar Elan and on to the beautifully-engineered Craig Goch dam that dates from 1897. We took our time to drive over this feat of late 19th century engineering, giving us the opportunity to admire the water cascading down the front of the dam from the left and right side of the reservoir.

Following the road that runs alongside this series of reservoirs in the Elan Valley, we eventually came to our last lane of the day. This stone track follows the path of the river for most of the time, rising up onto the edge of open moorland and then finishing in the shadow of the Claerwen Dam, where there's a fun river crossing before the track rejoins the road. We enjoyed the autumn colours, the fresh air and the sunshine, appreciative of the variety of weather, tracks and scenery that we had seen over the previous 48 hours.

It really had been a perfect return to greenlaning after a ten-year absence, as well as being a great introduction to off-roading for our children. My 13-year-old son Oscar seemed to spend a lot of time behind the lens of my camera during the trip, and it's mostly his photos that you see here. It was great to share a weekend with friends and family – everyone enjoying the best that Wales has to offer from behind the wheel of a Land Rover. One thing's for sure, we'll definitely be heading back sooner than 2029.

The Welsh views didn't disappoint – Dom Marder leads the convoy in his 4.6 V8 Defender 90

The water crossing marked the end of the weekend's driving



Powys Council signs point the way



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DASHING

Editor Patrick Cruywagen goes for a spin in the range-topping P400 MHEV six-cylinder new Defender. Judging by the size of his grin he might have liked it

Pictures: Nick Dimbleby



DEFENDER



'M sick of invites to Land Rover dealerships or events where you can only see and touch the new Defender. It's been over three months now since it was unveiled at the Frankfurt Motor Show. I was standing next to some of the engineers when the covers came off and one or two of them shed a tear. Rightly so. They have been working on Defender since 1948. That's a lot of buried emotions right there.

Whenever a new Land Rover comes out it's all razzmatazz and rock and roll, but for me the true test is when I finally get behind the wheel and experience its capabilities thousands of miles away from the safety of a dealership or any other source of support. Will it get me up that mountain and back home again without slashing a tyre or needing a reboot?

The first time journalists will get to drive the new Defender will be in Namibia in February 2020. LRM (and LRO) did not crack the nod for that trip. It's for journalists from publications such as Condé Nast Traveller, Auto Express and probably The Sun. You know the type? Those who have never owned an old Defender or suffered a breakdown on a remote track and had to repair it themselves. Totally qualified to write about Defenders...

Today I find myself at Land Rover's Gaydon test track with Neil Watterson, the editor of LRO. Like me Neil has driven his Defender 110 up for the day. We leave our old Defenders behind in the visitors' car park, switch off our phones (no personal photography or live videos allowed) and get driven in a red Range Rover Velar to the test track by Kim Palmer, the Land Rover UK PR Manager. Like us, Kim, too is an enthusiast. He owns a Heritage Defender 90 (the fourth last Defender off the production line) and a Series I 80-inch which he recently imported from Australia.

After wolfing down a Krispy Kreme doughnut and a cup of

coffee I meet Mike Cross who will be taking us for a drive in the P400 MHEV six-cylinder Defender 110. It will only be a 30-minute drive in one of the late prototypes.

"The aim of today is to showcase the breadth of capability of the new Defender as it is the best Land Rover that we currently make," explains Mike. His scriptwriter has done a good job. Saying that, Mike is without a doubt the most qualified man for driving journos about. Sir Jackie Stewart once described him as the 'best driver outside of motorsport.' Since becoming Chief Engineer at Jaguar Land Rover in 2008 when the two brands joined forces, Mike has been responsible for final sign-off of each model. He is the man responsible for the final fine tuning and handling. So it's really an honour to have Mike behind the wheel for my first drive in a new Defender.

Mike is old school. Despite the fact that he has the eight-speed ZF automatic transmission at his disposal, he still prefers to manually select the gears during the demo drive. As we make our way onto the track the first thing that I notice is that it's definitely quieter than my Defender. Thanks to its 395bhp, it takes us less than six seconds to go from zero to 60mph. My Defender also has a six-cylinder petrol engine but it has half the torque and power of this brute. Top speed is limited to 119mph due to the fact that we are running 20 inch Pirelli Scorpion all-season tyres. "I have driven one at 146mph in testing. It can do it," states Mike calmly.

It doesn't take us long to get close to the top speed on the straight. A long bend fast approaches. I'm not comfortable that we are still doing over 100mph. Mike still talks to me while starting to turn. We are taking a bend at 106mph. My Defender would have rolled long ago.

This is not a Defender like you and I know it. This is in another stratosphere to the old Defender. Several of our advertisers have stuck LS3 engines into Defenders and taken me for high speed drives in them. I won't mention names but I was not comfortable doing 80mph around a bend in those,



Mike Cross takes Pat through the controls



Smile... You're on camera!



From deep water-filled ruts...



... To the black stuff
- new Defender takes it all in its stride



I hate to say it. But is that how a Defender is supposed to handle and drive? I suppose if you want to widen its appeal away from the explorer, soldier and farmer then that is what you are going to have to do. Make it more bearable and more refined. Which is what they have done.

As we leave the track I ask Mike what was his biggest challenge with the new Defender? "The biggest thing for me was to try to get the driving character of the vehicle right. It needs to be the best in extreme off-road conditions and then also perform like it just has done on the track."

We swap tar for gravel, potholes and jumps. I've driven off-road at high speeds with Geniel de Villiers, the Dakar rally winner in his racing Toyota Hilux. Those cars are especially built for racing off-road. This Defender was built not only to handle extreme off-road challenges but also to be able to stand in the driveway of a Premiership footballer.

Mike switches off the DSC. "It's easier to get it going sideways with it off," he confesses. I remember going on this track in a Bowler Motorsport Defender with the likeable Edd Copley. We left the track once or twice when I was driving. This time with Mike we go much faster. It's icy and wet but he does not hold back. The new Defender has more grab handles than the old one. You have a choice of three when sitting in the front passenger seat, and at times I find myself using all three. We take slippery turns at crazy speeds, do jumps, fly through water crossings and go sideways through challenging bends. It's an overload of impressiveness and fun. Eventually Mike ends it all by pulling into a layby. He is like the guy at the fairground who has just pushed the big red button and the ride stops, much to the disgust of the kids. It's been short and sweet but very impressive.

I consider myself lucky to be one of the first journalists to go on a dynamic drive of the top of the range new Defender. I would like to say this. With a starting price of £45,000 it is beyond the financial means of most people in the UK but if like me you are an enthusiast, then save a few pennies every month, buy yourself a Land Rover Experience voucher and go and take one for an off-road test drive. Find out for yourself what it's like. Then if you still don't like it I respect your decision, but I do think it might just impress you.

Zero to 60mph
takes under
six seconds



“NEW DEFENDER HAS MORE GRAB HANDLES THAN THE OLD ONE... I FIND MYSELF USING ALL THREE”



The new Defender will put up with taking slippery turns at crazy speeds



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STAR TRëKing

January 2020 sees the competitive final of Land Rover TRëK in Palm Springs, California after an absence of 16 years. Nick Dimbleby reports from the preliminary trials held at the Land Rover Experience Biltmore, North Carolina

Pictures: Nick Dimbleby

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RëK's back!”

“TRëK what..?”

After 16 years of being away, you'd be forgiven for not knowing what Land Rover TRëK is. Unless you're a long-time follower of the green oval or a Land Rover Experience instructor, then it's unlikely that you've ever heard of this retailer-only competition that

started in the US over 23 years ago.

With its inaugural event in 1996, Land Rover TRëK was conceived by former Land Rover Experience manager Bob Burns and the late and much-missed PR supremo Bill Baker, as a way to encourage the company's US and Canadian retailers to get out of the dealership and behind the wheel of fully-prepared Land Rovers. Over two decades later the event's aim remains the same: to get retailer staff to take part in adventure competitions and challenges where they can experience the capability and character of Land Rover vehicles beyond the showroom and workshop.

Only full-time employees are able to compete, with teamwork, excellent product knowledge and good off-road driving skills being key to a top result in the competition. Conveniently enough, these skills are also helpful when



Teams had to use a hi-lift jack as a winch to move their Discovery up an incline



A technical off-road section required both speed and precision for success



TRëK's competition locations were spread out over a wide area at the Land Rover Experience Biltmore, North Carolina. Teams had to navigate their way around the estate using a basic map and GPS





Competitors started before sunrise. The first trial was an individual run, kayak and mountain bike where teams had to find a code to unlock their vehicle



The teams' TRĒK Discoverys were chained to posts and lined up in the dark at the start of the event. The Baja Designs LED lights did a great job of illuminating the vehicles

selling a vehicle in the showroom, and by asking dealers to take part in activities that challenge them with technical off-road driving, or test them on their Land Rover knowledge and history, each participant comes away with a memorable adventure that will hopefully motivate them to further preach the virtues of the Land Rover brand in the showroom.

Previous TRĒK competitions took place in 1996, 1997, 1999, 2000 and 2003 using specially-prepared Discovery and Range Rover vehicles finished in bright yellow and orange. Sixteen years later in 2019, Land Rover North America took the decision to bring TRĒK back, to reinforce the message that Land Rover is the definitive adventure brand.

The finals for TRĒK 2020 will be held in Palm Springs in January 2020 ahead of the company's 4xFAR Festival: a weekend of live music, culinary and outdoor adventure experiences to be held in the Coachella Valley, California. Taking part in the final will be the eight winners of the regional heats, which took place at the Land Rover Experience Centre on the Biltmore Estate, North Carolina. The finalists are: Land Rover Alexandria, Baton Rouge, Buckhead, Columbia, Edmonton, Fairfield, Minneapolis and Roaring Fork.

But what did they have to do to get there? 53 teams from all over the US and Canada took part in the preliminary trials over six days, with each team of three completing a day of competitive activity where points were scored by Land Rover Experience instructors and marshals. Each task was designed to stretch the competitors mentally and

physically, with the teams' Discoverys central to the proceedings. The final eight places were certainly well earned, with six overall winners and two 'wildcard' teams, based on the highest point totals from the competition overall.

Each retailer competed in their own specially-prepared Discovery, which was equipped with a winch, underside protection, roof rack and high intensity LED lighting.

After the competition, each vehicle was delivered to the retailer; the intention being that it would be a useful showroom attraction after the event. One or two of these vehicles have now been offered for sale, and with a limited run of 55 individually-numbered vehicles, they're a modern collectors' item.

Arriving in the late afternoon, the teams got to know one another around the dinner table and campfire. Each retailer had been supplied with a blank flag that they had to decorate to illustrate who they were, where they came from and what Land Rover meant to them. Some of the stories that the team members told were fascinating, and it was impressive to hear how passionate the competitors were about the Land Rover brand and its vehicles. One or two of the team members had competed in previous TRĒK events, and one competitor was following in his father's footsteps, both by working at the retailer and by competing in TRĒK, 20 years after his father.

Before sunrise, a small gong (no doubt for comic effect) was sounded to wake the teams from their tents. The weary competitors could grab themselves a quick breakfast, after

“Each task was designed to test the competitors mentally and physically, with the team's Discovery central to proceedings”



The 'Series Challenge' competition required teams to pick up and move a model Series I Land Rover using the Discovery's winch and other equipment



which it was straight into the day's competition. As darkness faded, on the hill across from the campsite the teams' Discoverys were illuminated by their high-intensity LED lights. Each of these vehicles was chained to a post by the tow hitch, and the only way to unlock the padlock was to obtain the code. Three codes were available, and – you've guessed it – only one would work. The three team members had to split up to complete an individual kayak, mountain bike and run, during which they would obtain their code. They then had to run back to the waiting vehicle and try and unlock it, but they couldn't leave until all team members had arrived and the padlock was unlocked. This led to some frustration as slower team members held up some of the faster ones.

Leaving the vehicle line-up first to start the day's competitions was an advantage, as there was a choice of 12 competition locations presented on a map of the Land Rover Experience, Biltmore Estate. The teams could drive to competition locations in any order, but if there was a team already taking part in the activity, the other team would have to wait until they were finished or move on to another area. To succeed required tactical thinking, a bit of luck and a good dose of skill.

Naturally the competition locations were spread out over a wide area, with a cluster at the furthest point south and two group activities situated close together in the northern part. The reward for completing each task varied from ten to 40 points, and, although logic would suggest that

the higher scoring tasks might take longer or require more skill, some of the more complicated tasks were actually low scoring, which meant that it might be better to ignore them if time was an issue.

One such task was 'Series Challenge', which was worth ten points. This task required teams to move a scale model Series I from one raised platform to another and back, using only the equipment on the vehicle and a pile of equipment next to the vehicle. Once the model had left the ground, then it could not be touched, which required a lot of forethought and some logical thinking.

To succeed, teams had to construct some kind of suspended pulley system, which had to be hung from a taut winch cable suspended between the vehicle and handy tree. Of course, it wasn't that simple, as teams often hung the winch cable too low (which meant that the Series I didn't get high up enough off the ground), or they forgot to attach ropes to the bumper to allow it to be pulled back to the first platform which was higher than the second. All these mistakes cost them time, which for a measly ten points was just cruel.

The mastermind behind the competitions was Land Rover Experience's Sean Gorman – a dyed in the wool Land Rover enthusiast from Colorado who learnt to drive in a LWB Series IIA. Along with David Wolfe and Rick Serraro from the Land Rover North America Training and Development team, the trio came up with the creative concept for this year's TRĒK.

There were plenty of devious twists to the competitions.





Careful positioning of the vehicle was required in the 'Rat Trap' competition. No part of the vehicle could touch the edge of the octagon, and teams had to turn it around 180 degrees in the fastest possible time



'Tired' saw teams removing a wheel and running around the vehicle with it before reattaching it in the fastest time possible



The TRÈK vehicles were certainly eye-catching in white and black, with the classic TRÈK logo on the bonnet and doors



The vehicle winch was required in quite a few of the competitions

'Tired' saw teams having to remove a wheel, run around the vehicle with it and then attach it back onto the hub in the shortest time possible. The brief said that the teams could use any of the equipment on the vehicle, as well as any of the equipment within the competition area. Most teams elected to use the standard jack that comes with the vehicle, but the clever ones took the hi-lift jack off the roof rack and jacked the vehicle up quickly using the side protection bars. There was also an exhaust airbag jack among the supplied equipment, but that was a red herring as the Discovery has an exhaust safety valve that doesn't allow it to create enough back pressure to inflate the jack. Sneaky.

'Rat Trap' appeared to be a simple 'in and out drive', where the teams had to turn the Discovery 360 degrees in a small marked area without touching the sides. The trick here was to keep the centre of the vehicle as close to the centre of the octagon that made up the area, but most teams just drove in and turned the wheel at the first opportunity, promptly finding themselves having to inch backwards and forward in a panic, trying to get the vehicle turned around and back out against the clock. Devious.

Lastly, two other competitions of note were the team activities that required the two Discoverys to be used in parallel to a) stack a set of pyramid blocks using a pulley and rope system tied to the tow hitch ('Peak Performance'), or b) pull a specially constructed wooden trough with a freewheeling spare wheel up to hit coloured markers on the top using a combination of the two vehicles' winches. To make things interesting, the winch operators were blindfolded and the individuals telling them what to do couldn't see the colours or the marks on the wheel ('Who's on First'). Cunning.

Everyone who took part in TRÈK went away with a renewed enthusiasm for the brand, an enormous sense of personal satisfaction and a reminder of what incredibly capable vehicles Land Rovers are.

As for me, well, TRÈK 2020 was more than just a job. I was lucky enough to have photographed and competed in the first Land Rover TRÈK back in 1996 as part of the USA/UK media team. I also photographed the 1999, 2000 and 2003 competitions, so you could say that TRÈK is part of my own Land Rover history. It was a real honour to be asked back to photograph the 2019 preliminaries some 23 years after I took part in the first TRÈK. As I was born in 1973, that's half a lifetime ago. Time flies when you're having fun!



2020 TRëK DISCOVERY

- Discovery HSE Si6 in Fuji White with black pack
- 1 of 55 vehicles
- Land Rover roof-rack fitted with additional spare wheel, jerry cans, TredPro sand ladders and Hi-Lift jack
- Lucky 8 front A-bar with 2 x Baja Designs LED driving lights
- Lucky 8 winch kit
- Goodyear Wrangler Duratrac mud-terrain tyres (275x55 R20)
- Warn low-profile winch
- Proud Rhino rock sliders
- Lucky 8 windscreen light mounts and TRëK plaque
- Full TRëK decal kit, including black bonnet
- 6 x Baja Designs LED spotlights and driving lights with switch pack integrated inside vehicle

“Despite the challenging nature of the competitions, everyone that took part in TRëK went away with a renewed enthusiasm for the brand”





Our UK Coast to Coast always proves popular with new and returning customers. It is the only UK trip we run, and is the perfect opportunity to travel with the Ardent Off Road team before heading on an overseas trip with us. Starting in the North Yorkshire Moors travelling through the Yorkshire Dales and Westmorland before spending two days exploring the Lake District, which is full of breath-taking views and technical challenges. Booking for next year's trip is now open on our website & taking feedback from customers. We will also be including hotels in the bookings going forward.

If you are looking to stay in the Lake District we recommend Briery Wood Hotel Ambleside; it's got lovely rooms, amazing views and most importantly great 4x4 parking!

EQUIPMENT

Sand Mats aren't an essential but they are something the Ardent Off-Road team like to have to hand in the sand! They make recovering a stuck vehicle much easier; we have the TRED Pro Sandmats which are not the cheapest but are great quality, you can also purchase the carry bag which is handy if you don't want to fit them to your vehicle. As we said they aren't an essential and if you're on an Ardent Off Road trek your lead vehicle will have them! <https://www.tred4x4.com.au/>



WHATS ON @ARDENT



WHAT'S ON AT ARDENT OFF ROAD?

We are busy planning our 2020 Marquenterre weekends - we have a trip in June and another one in September. Join us for a fabulous summer weekend of sand dune driving before a BBQ on the Saturday evening. Pre-booking is open now, email Hattie at ask@ardentoffroad.com to book your spot.

<https://ardentoffroad.com/4x4-weekend-breaks>

ARDENT OFF ROAD VEHICLE OF THE MONTH

Our trusty & beloved 110 fulfills its role perfectly running the UK Coast to Coast with the rugged terrain and river crossings without skipping a beat! It also holds its own on one of the annual Marquenterre weekends, taking the sand dune driving with ease, on standard springs with: Terrafirma shocks, Terrafirma A1200 Winch and a steel front winch bumper. It's got General Grabber 265/75 R16 tyres, a Terrafirma spare wheel carrier & a Nakatanenga roof rack! Inside we have the double GPS Globe head unit (another handy bit of kit we couldn't live without).



MEET THE ARDENT OFF ROAD TEAM

Ardent Off Road Office Manager Hattie is the person you're most likely to be in contact with when booking your trip. Hattie makes sure that the office is running smoothly and keeping everyone on track! One of Hattie's favourite trips is Marquenterre



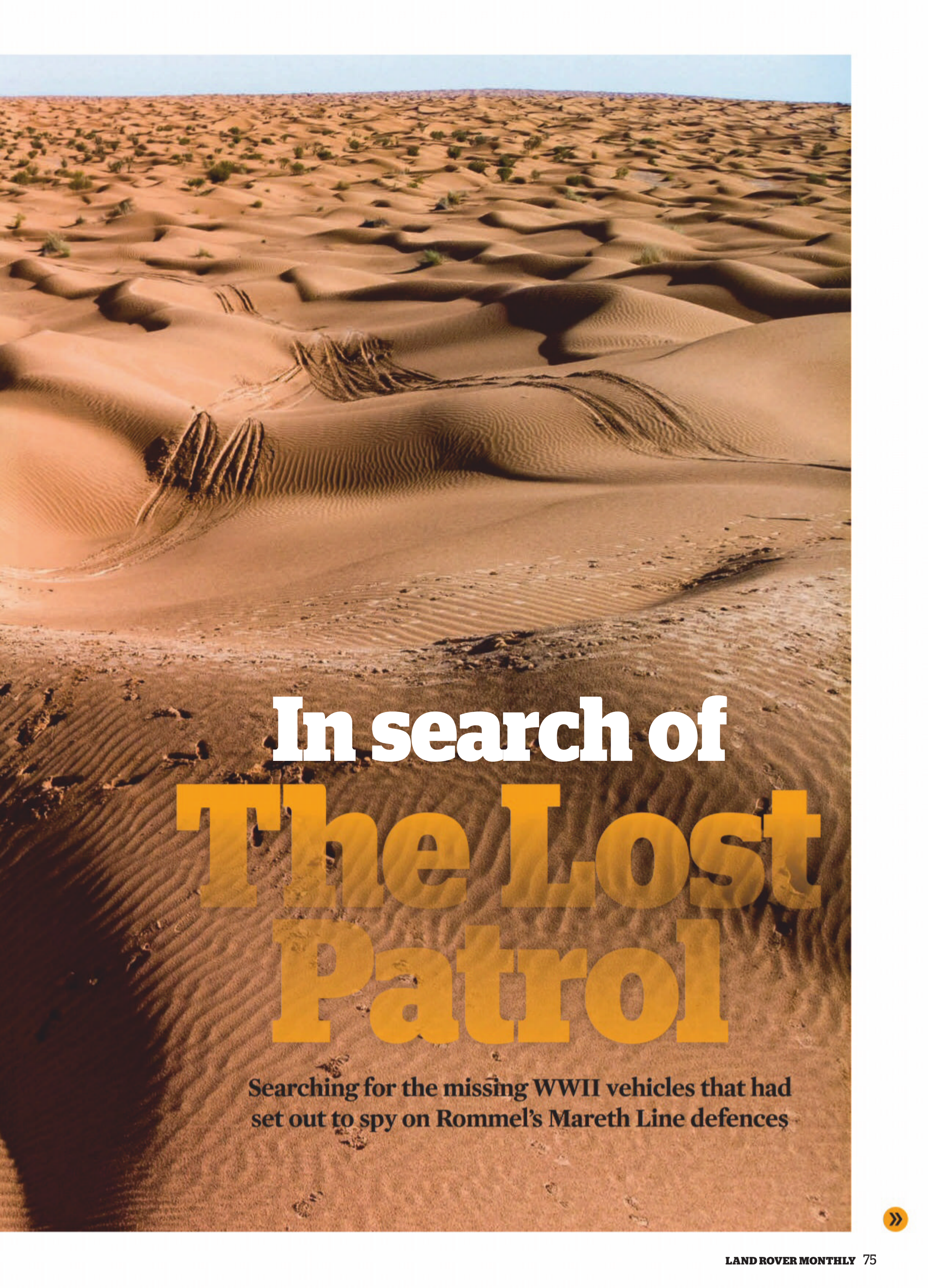
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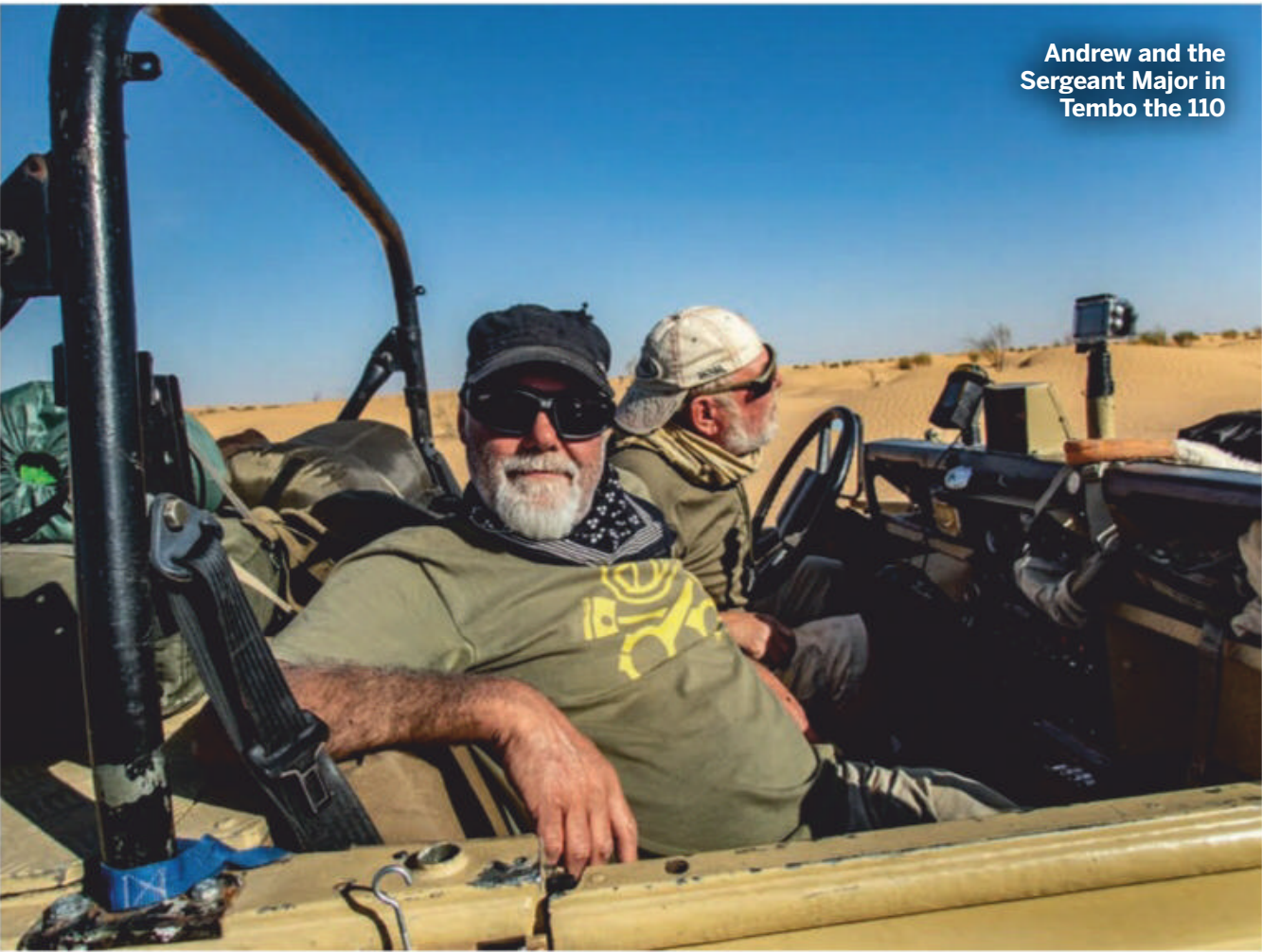
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In search of **The Lost** **Patrol**

Searching for the missing WWII vehicles that had set out to spy on Rommel's Mareth Line defences





Andrew and the
Sergeant Major in
Tembo the 110



The trucks at
Fort Tisavar



Andrew, our
search expert,
and Te Tama

WE called it the ‘berm.’ There wasn’t really any other name for the slightly eerie and bizarre wall of sand that dominated our view to the west. This intimidating feature, standing over 100 m high, stretched as far as the eye could see north and south.

According to our WWII era maps the berm hasn’t moved in over 70 years. Beyond lies hundreds of miles of a vast sand sea, the Grand Erg Orientale. As we wandered about our base camp, eyes were often drawn to the mysterious.

We had come to Tunisia to search for the missing WWII vehicles of the ‘lost patrol,’ a joint Popski’s Private Army (PPA) and Long Range Desert Group (LRDG) patrol that set out from Libya in the closing months of the North African campaign to scout for information on Rommel’s Mareth Line defences. The patrol reached the berm on January 24, 1943, and set up a hide in a wadi at its base. Four Jeeps then set off to scout the area around Matmata to the north-east while seven LRDG and PPA trucks remained in the hideout. Unfortunately, the Germans got wind of the patrol and aircraft discovered the vehicles, destroying them with numerous strafing runs. The crews, who had hidden in

“The trucks had proven their worth as ships of the desert”



the dunes, were forced to walk across the desert towards Tozeur, 200 miles away, and were rescued by the American First Army.

As far as our research could determine, there was no record suggesting the wrecks had been recovered. Led by our historian and Fellow of the Royal Geographic Society, Alan Hall, we searched the War Office records and other accounts of travellers to the region but could find no records indicating the fate of the vehicles. As far as we could tell, their remains might just be laying there, abandoned, in a wadi beneath the unmoving wall of sand that was the berm.

Our group set off from the UK on October 27, 2019, in four Land Rovers, including three ex-military 110s and a modified Lightweight. By ferry and road we reached Tunis on October 31. After a brief pause the expedition set off for the desert town of Douz, which sits as a gateway to the Grand Erg beyond. Parked up in the Camping Desert Club run by the well-known Sophie and her partner Abdallah, the vehicle crews set about stripping down the trucks into desert trim. Softops, doors or door tops, windscreens, as well as extra kit, were all collected to go into storage while water jerries and fuel tanks were filled. Teams walked into the local souk to load up on fresh vegetables, bread and meat. Radios and satellite tracking systems were tested and maps studied.

The expedition had been organised by Popski's Private Expeditions, an informal group who share a love of open-top

Crew included an historian, ex-military desert veterans, paramedic, former search and rescue pilot and a classic race car driver

desert travel and whose name obviously pays homage to one of the most unique special forces units of WWII, Popski's Private Army. After years of Moroccan trips, we were looking for something new and in late 2018 it occurred to us that there might just be long-lost vehicles waiting to be discovered in Tunisia. Research started early in 2019 with the study of several WWII-era accounts from the PPA and LRDG as well as old War Office maps dated 1941. The PPA commanding officer, Major Vladamir Peniakoff, known to all as Popski, left detailed accounts of where the vehicles had been hidden. His 2iC, Captain Bob Yunnie, also described the location in his wartime account. Slowly, as the evidence began to accumulate, a plan was hatched to undertake an expedition in search of the lost patrol vehicles.

As the main PPE organiser, I set about recruiting a team that included not only our historian Alan, but other ex-military desert veterans, a paramedic, former search and rescue pilot and even a classic race car driver. The PPE already had three desert-equipped Land Rovers but unfortunately our 1990 Defender 90 needed a major rebuild, so had to sit this one out. Our main workhorse, Tembo the 110, was prepped for the venture and was joined by our latest addition to the fleet, Shimi the 1982 Dutch Army Lightweight. Shimi, named after the Lord Lovat, commander of the 1st Special Service Brigade, was a standard Lightweight that had been upgraded with a de-turbo'd 200Tdi engine and



Bonnet proved to be an exact match for one found on a 1941 Chevrolet truck used by LRDG



Tobacco tin from the wartime period

“All of us are convinced we found evidence of the last resting place for the doomed vehicles”



Large calibre bullet hole – similar to what would have been fired by German fighter aircraft



Base camp east of what we called ‘the berm’

Discovery gearing. John Manning, our expedition 2iC decided to build his own desert expedition truck and sourced an ex-military 110 with standard 2.5 diesel. The final vehicle came from Andrew, our search expert who modified his 2.5 110 for desert as well. This mainly involved stripping out any unneeded weight. While none of the trucks were what would be considered fast during the trip down from the UK, once in the desert all four proved up to the challenge.

Since this was to be our first venture into Tunisia, we engaged a local expedition company, SaharanSky, to provide advice and support. Ilyes Sasi, our support team leader, spoke excellent English and became a key part of the adventure. We called on his team’s services a number of times and they never let us down.

Departing Douz on November 2, we set off south-east, headed for the ancient Roman ruin, Fort Tisavar, that the PPA, LRDG and the SAS had used as a navigation point. We had read in the WWII accounts that the Tunisian sand was unlike the sands of Libya and Egypt, which was also backed up by more modern accounts. Soon we discovered why; the close-packed dunes, which followed no apparent pattern, were filled with often silty sand that quickly bogged down the trucks. Airing down to no more than 16psi we pushed on. While the agile Lightweight had a relatively easy time of it, the heavier, longer wheelbase 110s struggled to make the tight turns needed to negotiate from one dune to the next. At least it gave us all a chance to practice our shovel skills and recovery techniques. After a time, we worked out a system of the Lightweight scouting ahead for routes while the 110s brought up the rear.

We reached the fort the next day and it was a great moment for us all. The ruins still sit much as they had back in 1943 and unlike many ancient sites in the world are unbothered by touts or touristy shops. In fact, other than the oasis of Ksar Ghilane which sits a few kilometres distant, all that can be seen from the fort is desert as far as the eye can see. We



camped in the valley beneath the fort and in the morning headed into the oasis to resupply.

Ksar Ghilane had been mentioned in the wartime accounts and probably hasn't changed all that much in the decades since. It is, however, now home to a beautiful little swimming hole fed by a fresh-water spring and surrounded by simple Arab cafes. European tourists frequent the oasis and its hotel, spending their days on desert camel or quad bike excursions. While overlanders do often pass through, our group certainly raised a few eyebrows as we rolled slowly through the village centre. We parked up next to a concreted spring with fast-flowing fresh water to top up our jerry cans and ordered some bread from the local baker to take with us. Resupplied, we pushed on south for our objective at a feature called Qaret Ali. This small hill, at the head of the wadi, was mentioned in all accounts as the location of the vehicle hide.

With careful navigation by our search and rescue expert, comparing notes with our historian, we arrived later in the day at the area we believed to be Qaret Ali. Throughout our drive south from the oasis the mysterious berm dominated the western skyline. We set up a base camp a short distance from the feature and began to organise for our search.

The next day we conducted a carefully planned but somewhat less well executed search of the area. Despite Andrew's carefully planned search programme, the silty nature of the sand made it impossible to stay in regular lines. At first we were flummoxed as nothing made sense. So Andrew and I drove partway up the berm in Shimi to get a better perspective. From here we could see the lay of the land and immediately spotted some terrain that seemed to match the wartime accounts. Re-joining the others, we realigned our search bearing and set off again. I was the first to spot something unusual. Sitting half in the sand was an old embossed tobacco tin, made in Scotland, and certainly from the wartime period. Shortly after, Andy and Roger in Tembo reported over the radio that they had discovered some



Desert workshop: repairing a bent track bar

vehicle parts near a dry well. Rushing over, we found an assortment of old vehicle pieces including one piece that had a large calibre bullet hole, similar to what would have been fired by German fighter aircraft. Further searching turned up what appeared to be an old gun oil can and what may have been a bonnet section that had been hammered flat.

Returning to base camp we were all pretty excited about our discoveries. While we had all been hoping to find the actual vehicle wrecks, it had always been a long shot. But if these artefacts turned out to be from the 1940s era and we could identify the vehicle sections, that would mean the local camel herders had dragged these parts to the well from somewhere close by. Alan was tasked to study the pieces and



try to confirm or discount their value as evidence we were in the right place.

Our search never did turn up the actual wrecks but we marked the location on our maps and determined that we would return in the future to continue our search. After resupplying at Ksar Ghilane once more, we pushed west around the northern extent of the sand sea following the route that the walking party took after fleeing from the vehicle hide in 1943. Several more days in the sand sea tested all of us and our Land Rovers before we finally turned for Douz once more and home.

The trucks had proven their worth as ships of the desert. We had bent a steering track rod and shorn the bolts off an alternator mount, but both were quickly repaired and other than that our vehicles never let us down. We did decide that for the follow-up expedition we would look to have more short wheelbase trucks to undertake a crossing of the heart of the sand sea while the 110s served as support vehicles.

On our return to the UK our early research efforts turned up some very positive results. The bonnet piece is an exact match for the one found on a 1941 model Chevrolet truck of the type used by the LRDG. The tobacco tin turned out to also be an exact match for a type produced by G. Dobie and Sons of Paisley, Scotland between 1930 and 1940. There are still several other items we are researching but all of us are convinced we have found evidence of the last resting place for the doomed vehicles.

Tunisia turned out to be a safe, welcoming and open place with massive areas to explore and to challenge ourselves. PPE will definitely be returning in 2020 to continue our quest for the lost patrol.



Above: The team back in Douz and, right, local children excited to meet Tembo on the road home



Shimi leads the way across the Dunes

Travelling to Tunisia

Ferries: Overnight ferries operate weekly from Marseille, Genoa and Civitavecchia. We paid £935 for the CTN ferry from Marseilles for a vehicle, (two person and a cabin).

Visas: Visas are not required for UK and most European citizens.

Customs on arrival: On landing the port process is simple and quick. Just bring your passport and V5. Have a destination hotel or campsite

if asked and a printout of your vehicle registration, names of travellers and passport details.

Desert Authorisation: You do not need to register to travel in the southern desert but it is advisable for first time visitors. The sand seas here are vast and breaking down or getting stranded could be serious. Reputable guide services can handle this for you. We used Ilyes Sasi at SaharanSky.

Book Now for 2020: There are European-based 4x4 tour operators going to Tunisia, but none in the UK that we are aware of. Popski's Private Expeditions is returning in October 2020 and we are always looking for good crew if you can pass selection or have a good Land Rover that meets our expedition criteria. Contact James Davis at contact@popskis-private-expeditions.com





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Story: Patrick Cruywagen Pics: Patrick Cruywagen and Leopold Belanger



Back in Blighty

After more than 100 days and 11,800 miles, the Last Overland expedition arrived back in the UK after the mother of all road trips from Singapore

YOU read all about it first in LRM when on August 25, 2019, the Last Overland Expedition left Singapore amidst much fanfare and support from the very friendly Asian Land Rover communities. Whilst nearly 100 Land Rovers waved them goodbye in Singapore, we most certainly had more than that number waiting to welcome them home at the Folkestone Harbour Arm.

Hundreds of Land Rover fans jostled for the best spot to catch a glimpse of the

three-strong Land Rover convoy including Oxford, the 1955 Series I Land Rover that was used in the First Overland expedition in 1957. As a pleasant surprise, there was a fourth Land Rover, a new Defender 110, driven by Mike Bishop from Land Rover's Classic Works. It was specially wrapped just for the day in Oxford and Cambridge Expedition livery.

All in all they visited 23 countries during their epic road trip without having to pay a single fine or bribe. How ironic then that the day after the expedition finished Oxford got a parking ticket courtesy of the city of London.

As the eight expedition team members climbed out of the three Land Rovers, they were met by the 88-year-old Tim Slessor, one of the three surviving team members of the First Overland crew. Tim made a beeline for grandson Nat George, who was the youngest member of the Last Overland team. The two embraced as only a grandad and grandson can. The Last Overland expedition was Tim's dream, unfortunately he could not join them on the trip due to health reasons but his spirit of adventure lives on through Nat.

Expedition leader and film maker Alex



Tim Slessor congratulates Alex Bescoby on a job well done



Tim Slessor embraces his grandson Nat George



New Defender 110 wrapped in Oxford and Cambridge livery makes guest appearance



Tim Slessor on the march to find his grandson Nat George



We did not get his name but we know where he is from



Tim and the Last Overland Team minus the photographer Leo



It was impossible to miss the slightly patriotic Birmingham Land Rover Group



Above: The sign that they had to drive for over 100 days to see



Left and below: Expedition members Larry Leong and Dr Sil pose with fans who came from afar



Bescoby had the following to say to the cold Landy fans in attendance. "This journey was definitely an action-packed one, filled with many ups and downs. We've managed to drive this incredible 64-year-old car once more, to so many remote and fascinating parts of the world, through tropical monsoons, minus 20°C temperatures and at more than 5000m above sea level. Oxford took it all in its stride. We definitely missed having Tim around; without him this whole expedition would not have happened in the first place."

The adventure was not without drama and the most memorable of these must've been when Oxford's back wheel came off while Alex and Nat were driving at 70mph in Turkmenistan. Fortunately there were no injuries sustained and after some major repairs to Oxford, they were able to continue.

What's next? Keep an eye out for *The Last Overland* TV documentary series in 2020, Alex is also currently writing a book about the expedition. Is the Last Overland the end of the Oxford story? Our guess is that this is only the beginning of many adventures for the team. According to our sources plans are already underway with the African continent as Oxford's next possible port of call.

New vs old... We know which we'd rather have



One of the original expedition's leaders and Land Rover – Tim is happy to be reunited



After driving through 23 countries without a fine, Oxford got a parking ticket in London. Thanks Sadiq!



Left to right: Film maker Alex Bescoby, Tim Slessor and Nat George

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"Tracking them down has been a wonderful journey that Lew and myself have thoroughly enjoyed".

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First (and last)

PICTURES: ANTONY BARRINGTON BROWN AND GARY PUSEY COLLECTION



THE 1950s were arguably Land Rover's golden years as far as scientific exploration and adventure expeditions are concerned. The first Land Rover, introduced in 1948, had very quickly been appreciated for its sturdy construction, its easy-to-fix mechanicals and, of course, its off-road capabilities. Land Rover soon realised the marketing and public relations potential of such expeditions, and the company's engineers were quick to appreciate the benefits of seeing how their vehicles performed in extreme conditions. For a few years in the 1950s the factory provided vehicles and technical support to adventurers about to set off on their voyages of discovery. Those were the days when anyone with a plan could approach the company asking for vehicles, and many did. The Land Rover now provided a practical and readily accessible means for anyone to set-off to explore the wider world.

Among the most well-known of these expeditions are the three Oxford and Cambridge Universities treks: the Trans-African Expedition to Cape Town in 1954, the Far East Expedition to Singapore in 1955/56, and the Expedition to South America in 1957/58. Today, by far the most widely known is the middle of the three, invariably remembered now as First Overland after the book of that name written by

expedition member, Tim Slessor.

The Trans-African Expedition members had to buy the two 86-inch Station Wagons that they used for their four month drive from London to Cape Town and back but, when Tim and fellow Cambridge undergraduate Adrian Cowell came up with the initial idea for the expedition to Singapore, one of their first thoughts was to approach the Rover Company to ask if they would provide two vehicles. Adrian Cowell had been in contact with Rover the year before, when he was involved in the planning of the Trans-African Expedition, and he remembered how much interest the two Series Is had generated during their journey to and from Cape Town. Perhaps this interest might mean that Rover would be prepared to loan them vehicles this time? Cowell wrote to Rover, outlining the Far East Expedition's plans, and was invited to a meeting in Solihull. It obviously went well and, to both his and Tim's mild astonishment and great relief, the answer from Rover was yes, two Station Wagons could be provided for the expedition's use. Rover prepared the vehicles and painted one in light blue and one in dark blue, and they were immediately named 'Cambridge' and 'Oxford' respectively. Those names have remained with the vehicles ever since.

The news of the embryonic expedition had meanwhile permeated through the Oxford and Cambridge grapevines,

Overland

In 1955 six young men set out on an epic journey from London to Singapore and back in two Series Is. Among them was Tim Slessor who, at the age of 88, was inspired to make the return journey again. Sadly, it was not to be...

STORY BY GARY PUSEY

LAND ROVER LEGENDS

28



TIM SLESSOR



'Oxford' fording yet another river during the 1955/56 First Overland expedition

and Adrian and Tim were quickly joined by Antony Barrington Brown, known to all as 'BB', who had graduated from Cambridge three years earlier and now ran his own photographic business in the city. It was Barrington Brown's superb photography, later turned into a short film by the BBC after a young producer by the name of David Attenborough had been sufficiently inspired by the expedition that he provided suitable quantities of ciné and still film stock, that combined with Slessor's highly-acclaimed book to ensure the expedition would be immortalised for posterity.

The fourth to join was Henry Nott, secretary of the Cambridge University Auto Club and an accomplished mechanic, although the team still did not have a member that would justify the inclusion of the word 'Oxford' in the expedition's title. This was finally resolved when Nigel Newbery, an undergraduate at Worcester College, Oxford, and also an enthusiastic mechanic, volunteered his services. The sixth and final member of the team was Pat Murphy who, like Tim Slessor, was studying geography. The expedition had also set out its stall regarding the field research it proposed to conduct en route, which focussed primarily on irrigation programmes, and as Murphy had spent the previous summer studying such schemes in Morocco, he brought some useful experience to the team.



A so-called 'Home Team' was also required to manage the multitude of issues in relation to sponsors and dealing with the press that would emerge as the expedition made its way to Singapore. Three people who had already given a great deal of help volunteered: Gethin Bradley, John Deuchars and Peter Wills. The team was now complete and detailed planning could begin.

And why did they choose Singapore as their destination? Simply because when Adrian and Tim got out their atlas they could see that Singapore was the farthest point from London on the Eurasian landmass, which meant they could drive all the way there with only two water crossings of any note: the English Channel and the Bosphorus at Istanbul, which traditionally marks the boundary between Europe and Asia.

On September 1, 1955, the expedition departed from a pub in London's Belgravia called The Grenadier, heading for the airport at Lydd in Kent to hop across to France on the Silver City Airways car ferry service to Le Touquet. Given the significance of this pub in Land Rover's history it can be no accident, surely, that it was chosen by Sir Jim Ratcliffe to announce his intention to build a successor to the utility Land Rover under the title Projekt Grenadier, after he had expressed his profound displeasure at JLR's decision to halt Defender production in early 2016!

Tim Slessor's book provides an entertaining, insightful and thoughtful summary of the expedition's journey to Singapore, and I can do no more than recommend it to anyone who wishes to know more about that fascinating trip through France, Germany, Austria, Yugoslavia (through what are now Slovenia, Croatia, Serbia and Macedonia), Greece and on to Istanbul in Turkey, where the Bosphorus was crossed before the expedition continued on through Turkey to Syria, Lebanon, Iraq, Persia (now Iran), West Pakistan, India, Burma (now Myanmar), Thailand, Malaya (now Malaysia) and finally to Singapore.

The Rover Company's decision to provide the two vehicles was proved to be correct in Tehran, where the expedition team was called upon to demonstrate the capabilities of their Land Rovers to a gathering of Persian military top brass. The tests took place at a military proving ground and Tim wrote



Tim Slessor (right) and the First Overland team at the RAC Club in London

“Tim Slessor’s book provides an entertaining and thoughtful summary of the expedition’s journey to Singapore, and I can do no more than recommend it to anyone who wishes to know more about that trip”

about it in his book. “Henry and I chose the roughest course that we could and practiced all morning. The final hill was so steep that, try as we might, we could not get the cars to the top before the wheels started to spin on the loose surface. We tried everything: reduced tyre pressures, a slow approach, a fast approach, going straight up, going up obliquely; but none of these methods was consistently successful. The weight of the empty cars was too light on the

back axle and too heavy on the front. This was caused by the 1½-hundredweight winch on the front bumper. Eventually we found the solution – the cars were driven up backwards, and they sailed up without any apparent effort. If anything, it was better showmanship, for the cars looked far more impressive climbing in reverse than forward.” The Persian general in charge confirmed an order for 100 Land Rovers!

It had been clear since the earliest stages of the expedition planning process that the most challenging part of the journey would be from Assam in India through Burma to Thailand. After the Japanese army had cut the Burma Road in 1942, the Allies needed an alternative supply route from India to China and the Ledo Road was constructed by 15,000 US soldiers and 35,000 local workers under the command of General Joseph Stilwell of the US Army. It cost an estimated \$150m to build, which is over \$2bn today, but the human cost was even greater. Over 1100 Americans died, together with countless local workers, before the 1079-mile road was completed. It was renamed the Stilwell Road in 1945.

The expedition found it all but impossible to obtain reliable information on the state of the road ten years after the war had ended, so the team could not be sure that it was passable until they tried. The first 100 miles were, as Tim said in his book, “very much easier than we had ever expected” and in fact they traversed the necessary 228 miles of the Stilwell Road in just three days.

But it was not without its challenges. “The embankments on the steep hillsides had long been washed away but,” Tim wrote, “but with one of us ahead guiding on foot, we eased the cars tenderly over the remaining ledge. In the first hour we covered six miles. Often, we had to bulldoze our way through the undergrowth, but seldom did we bother to cut back the branches and even then only because they caught in the stubby wireless aerials. In one place a fallen tree lay across the track. The Cambridge winch cable was quickly run out and then, with the winch whining powerfully, the obstruction was easily dragged clear”.

There were many rivers to cross as well, some of them wide enough and deep enough to present significant challenges. “The river was 120 yards wide,” Tim wrote about one particular crossing. “By the time Cambridge got out to the middle we, in Oxford, were worried. There was an impressive bow-wave creaming around the bonnet and a wake that would have done credit to a cross-Channel steamer. Eventually, the car emerged on the far bank with water streaming off and out of it like a bedraggled dog after a swim. Our turn next. We did very well until the middle.



MV Sangola took the expedition from Singapore to Yangon and Kolkata



There the engine died. Quite a lot happened in the next few seconds. BB and I did an emergency exit through the roof-hatch and Nigel followed quickly behind. Screwdriver and spanners in hand, he clambered down onto the bonnet and fiddled inside. BB, realising the unique filming potential of the situation, plunged overboard fully dressed towing his ciné camera and tripod behind him. I took off my boots and trousers, hitched my shirt up under my arm-pits and waded off to the far bank to fetch the Cambridge winch cable, the crew of that car being so paralytic with laughter at our expense as to be almost useless. With the winch run out we hooked on to Oxford, and the long tow began. All highly humorous – to Cambridge anyway. It took an hour to dry out the engine.”

First Overland is generally reckoned to be one of the finest books on travel and exploration ever written and it remains in print to this day, although many prefer the first edition of 1957 with its charming black and white images and colourfully illustrated dust jacket. But the most noticeable thing is that the book offers nothing more than a cursory mention of the drive home to the UK from Singapore, extending to no more than a two-page appendix despite the fact that it accounts for a considerable proportion of the expedition’s total distance travelled of 32,300 miles.

As Tim wrote in the book, “It was never the expedition’s intention to try both outward and homeward journeys wholly by land; once overland was reckoned to be enough. But, apart from this, there were other reasons which made a wholly overland return impossible. First, the monsoon would already have broken in northern Burma, thus almost certainly making the Stilwell Road impassable. Second, it was extremely doubtful whether we should ever have got political permission to make the journey back through Burma to India.” And so the team and their Land Rovers boarded the MV Sangola and sailed to Rangoon (now known as Yangon), where Oxford disembarked and Cambridge continued on to Calcutta (now Kolkata).

Once there, Cambridge drove up to the Punjab where the team spent six

First Overland team became accomplished waders and skilled desert drivers

“I waded off to fetch the Cambridge winch cable, the crew of that car so paralytic with laughter at our expense to be almost useless. With the winch run out we hooked on to Oxford. It took an hour to dry out the engine”



weeks studying the effects of the partition of India on the Punjab’s irrigation network and, after the completion of their field research, they “left the furnace of the Indus plain for the cool of the Himalayan valley of Swat”. Meanwhile, the Oxford crew spent seven weeks in Burma carrying out fieldwork on mineral development before the team returned to Rangoon and also sailed for Calcutta, and the two vehicles and their crews were reunited at Kalam in the Swat valley where they prepared for the overland drive back to the UK.

At Peshawar in Pakistan temptation was placed in their path when the captain of a United States Air Force transport aircraft offered to fly them back to his base in Cambridgeshire, an offer that, to their eternal credit, they resolutely refused. From Peshawar they drove through the Khyber Pass into Afghanistan and then via Kabul to Iran and then north through the Elbruz mountains to the Caspian Sea for, as Tim put it, “a swim”. From there, they drove through Tabriz, past Mount Ararat and into Turkey where they diverted again to the Black Sea before turning their noses to the Bosphorus. From there the journey across Europe “was straightforward, via Greece and Yugoslavia to northern Italy and Switzerland”. And a brief diversion to Monaco...

It is this missing piece of the overland return journey, the section spent crossing the Andaman Sea and the Bay of Bengal aboard the MV Sangola, which Tim Slessor had felt compelled to address, 63 years after the First Overland team arrived back in the UK and parked jubilantly outside the Royal Automobile Club in London’s Pall Mall. “I kept hearing a little whisper in my head, telling me it’s now or never, before I get too old,” Tim said when Last Overland was announced.

But the thing is, Tim wanted to drive Oxford, the very vehicle he drove on the expedition that left London in September 1955, the dark blue 86-inch Station Wagon with the registration number SNX 891. It is really a quite

remarkable thing if you stop to think about it: that same Land Rover setting out on a similar journey to the one that it made all those years ago and being driven by one of the original crew of three. The story behind the survival of Oxford is worthy of re-telling, because it is little short of miraculous.

After the Far East Expedition came to a close both Land Rovers were returned to Rover. The company's records show that in July 1957, SNX 761 Cambridge was sold to Terence Bendixson, who set off in it with two friends on an expedition to the Middle East. Eventually, Bendixson decided to return to the UK on his own in Cambridge, travelling largely at night to avoid the heat. Whether he fell asleep or missed a sharp bend neither he nor anyone else knows, but the result was that Cambridge tumbled down a steep ravine somewhere between Tabriz in Iran and Dogubayzit in Turkey, throwing its driver clear and causing him a serious leg injury. Luckily, the headlamps remained on and he was rescued, but exactly where the accident occurred, and whether anything of the vehicle remains there today, are unknown.

Oxford, meanwhile, was loaned to a British Ornithologists' Union expedition to Ascension Island in the South Atlantic. When the expedition was completed it wasn't worth repatriating the car, so it was passed to Mervyn Marsh, the water bowser driver who had supplied the ornithologists' camp. He drove the vehicle for a number of years on Ascension, replacing it with an 88-inch in due course, and cannibalising Oxford for spares. When he retired and returned to his native St Helena, he took both the 88 and the remains of Oxford with him, because spares are hard to come by on this remote South Atlantic outpost.

Oxford was stored under a tarpaulin, and when the road up the hill where Mervyn lived was being improved, the crumbling pile of Land Rover parts was literally bulldozed into the undergrowth. By then its whereabouts were known to a small group of researchers and enthusiasts, but its daunting location meant that nobody actually visited to seek it out and confirm that the scrap was indeed Oxford. Land Rover historian and writer Peter Galilee, who had originally discovered that the vehicle was on St Helena, had even notified Land Rover of the vehicle's existence and suggested they might take the necessary steps to acquire the

Oxford: First and Last...

1955 and Oxford is on the way to Singapore



Adam Bennett is desperately seeking Cambridge!



vehicle. The company declined, which might seem an odd decision given the vehicle's historical importance, but in fact this was neither the first nor the last time that it would pass up the opportunity to acquire an historically-significant Land Rover.

Enter from stage right Adam Bennett, a very determined Land Rover enthusiast, collector and restorer from Yorkshire, who decided that anything is possible if you try hard enough. Adam and Peter Galilee, together with St Helena-based Land Rover enthusiast Bruce Salt, persuaded Mervyn's niece Gloria Leo and her husband Eric to part with the remains, in exchange for a Defender 300Tdi from the UK. Eric did not want a more modern Defender because anything later than a 300Tdi requires relatively sophisticated diagnostics to maintain, and such things are simply not available on St Helena. Adam was happy to oblige, and a deal was done.

On May 9, 2017, the shipping container was opened in



Unearthing the remains of Oxford on St Helena



Alex Bescoby and Tim Slessor with Oxford before the start of Last Overland in 2019

Yorkshire and a very emotional Tim Slessor was reunited with the mortal remains of Oxford. Adam then spent time deciding how to approach the restoration before entrusting the work to specialist Black Paw 4x4 in East Yorkshire. To his credit, Adam decided to embrace best practice from the classic car world, where preserving originality is now highly admired. Parts that were missing or had to be renewed were painted in a fresh coat of Oxford Blue, while original components were left untouched, carrying the patina of a half a century of exposure to the worst of the South Atlantic weather. The renovated Oxford passed its MoT at the first attempt and amazingly the DVLA agreed to reinstate the original registration number, SNX 891. Tim Slessor was reunited with the newly-rebuilt Oxford and drove it for the first time since 1956, when it was returned to Rover at the end of the expedition.

Oxford has since become widely known in the UK and on the continent, having attended numerous Land Rover and classic car shows as well as a number of JLR press events. Tim's idea for Last Overland was enthusiastically embraced by Adam Bennett and picked up by Yangon-based explorer and documentary maker Alex Bescoby, a Cambridge graduate and lifelong Land Rover enthusiast who had always been inspired by First Overland. And a plan was hatched that would eventually lead to the announcement that there would indeed be a Last Overland starring Oxford, and that Tim would join the expedition from Singapore to London.

Tim flew out to Singapore in May 2019 when the Last Overland expedition was formally announced and he was interviewed by the slightly incredulous local TV presenters, and the story was also covered by the press in the UK. A formal expedition launch took place in London in early August that brought together Tim and the other two surviving members of the First Overland expedition, Nigel Newbery and Pat Murphy, and it was announced that Tim's 21-year-old grandson, Nathan George, would also be joining Last Overland.

The Last Overland team departed from Singapore at the end of August amid great fanfare and was escorted to the

“Oxford acquitted itself well throughout the Last Overland, with only a dynamo failure and the halfshaft fell off - luckily on smooth straight Tarmac. Had it happened on a mountain road it could have been a different story”

border by a large contingent of Land Rover enthusiasts and their vehicles, but sadly Tim could not join the crew due to ill health and had to return to the UK. Nevertheless, the family connection was maintained with his grandson, Nathan, on board for the drive back to the UK. Grandfather Tim was aged just a year older when he was part of the First Overland team.

Changing geopolitical realities and concerns regarding security meant that Last Overland had to take a different

route home to the one followed by First Overland. From Myanmar the Last Overland team headed north through China and then through Kyrgyzstan, Uzbekistan and Turkmenistan before cutting through Iran to Turkey. Oxford was supported by two Defenders and the expedition team comprising Marcus Allender, Thérèse-Marie Becker, Léopold Belanger, Nathan George, David Israeli, Larry Leong and Dr Silverius Purba was led by Alex Bescoby.

Their journey attracted huge interest among the global Land Rover fraternity, as well as from Land Rover enthusiasts along the way who turned out in large numbers to wish the expedition well and, of course, to see Oxford. Nowadays, the progress of the team could be relayed instantaneously around the world, with sound bites and snapshots on social media providing the expedition's supporters with regular reports whenever an internet connection could be found. It makes an interesting comparison with First Overland, where occasional telegrams back to the Home Team were augmented by laboriously written or typed letters, both of which could only be sent infrequently when the expedition found itself in a location with a telegraph station or a post office.

Oxford acquitted itself remarkably well throughout the Last Overland expedition, with only relatively minor issues to contend with, such as a dynamo failure near the Afghan border, resolved by fitting a battery from one of the support Defenders to allow the expedition to reach the nearest town where a replacement dynamo awaited them courtesy of Adam Bennett and a courier company. The only major mishap was when the nearside rear hub bearing failed in Turkmenistan. Luckily it happened on smooth and straight tarmac. As Léo Belanger said: “had it happened on a mountain road in Nepal, it could have been a very different story.” Recovery was organised, repairs were made, and Oxford was able to continue on its way.

‘Last Overland’ arrived back in the UK at Folkestone on December 14 to be met by Tim Slessor and a large welcoming committee of Land Rover enthusiasts, many of whom joined the convoy to escort ‘Oxford’ and the other expedition vehicles to London. It was a fitting end to a remarkable expedition.



See our feature on the homecoming of The Last Overland, page 62

HIGHLAND

Restoring an old Land Rover can sometimes be a labour of love – David Meek’s 1962 Series IIA is a case in point, as Bob Weir discovered

Pictures by Bob Weir

DAVID Meek is from the small town of Edzell in Tayside and has lived in the area all his life. He is a mechanic by trade and works at the local garage in the High Street, just across the road from his house.

“Because it’s a country garage we get all manner of vehicles coming through the door, including tractors and old Land Rovers, of course,” he grins. “The area around Edzell is hilly and green oval badged vehicles are quite common, particularly the older models.”

David has been fixing up Land Rovers for years in his spare time, and his back yard is full of various projects awaiting attention. He takes up the story: “I’ve got several Land Rovers on the go at the moment including a 1985 110 fitted with a 200Tdi, a 1969 IIA SWB that came from a local farm, and two others that may end up being used for spares or repairs,” he said.

NYJ 499 was able to jump the queue because there is a strong family connection. “Although I knew about the existence of the Land Rover it was offered to me out of the blue,” David explained. “The IIA was originally sold new to my mother’s first cousin Angus Davidson. Uncle Angus was a local farmer who had a holding just up the road in Glen Esk.

“The IIA was registered in Dundee on the July 16, 1962. The vehicle was used until 1985, when my uncle bought one of the last Series IIIs. NYJ 499 was eventually entered in his farm sale in 1995. It was then bought by a neighbour, who used the Land Rover until 2016.”

David recalls that by this stage the Land Rover was looking worse for wear. “The second owner had done some work to the chassis and bulkhead, but there was still a lot of repairs that needed to be done,” he recalls. “He had also replaced the original petrol engine with a 1963 Rover diesel unit. At least the engine is genuine and is stamped. Most of the original body panels were still there but some were badly damaged.”

David was fortunate in that he did not have to do all the work himself and could rely on his close friend Brian Greig. “Brian lives in the nearby town of Forfar and is a painter by trade,” David explained. “We’ve been doing stuff together for years. He took care of the paint side of things, while I focused on the Land Rover’s mechanics and bodywork.”

Although they are both experienced restorers, David was a



RESTO

NYJ 499 sails serenely through the Dalhousie Arch



The IIA spent its early years working on the hills in Glen Esk, and is now back where it belongs



The cab was in poor condition, with several dents in the roof panel

The rear tub of the Land Rover was still in its original condition



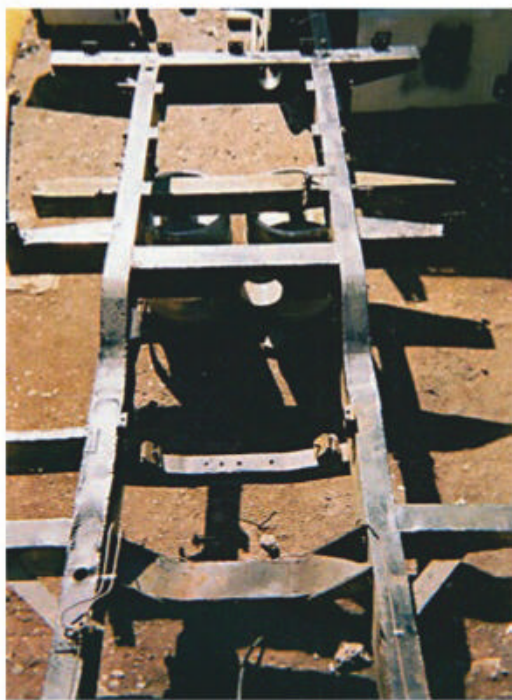
bit overwhelmed by the magnitude of the task ahead. "If the IIA hadn't come with a family connection I might have had second thoughts," he recalls. "My other projects on the go were far more straightforward. The vehicle (serial no: 24104059A) was in several pieces, so the first thing we had to do was check to see if all the parts were there. This can be a time-consuming task. Fortunately, I've accumulated a stock of spare parts over the years, which certainly came in handy.

"Although we were told the chassis had been restored, the next thing we did was check the unit to make sure the welding had been carried out properly. This was important as any problems could lead to structural failure. It turned out one of the spring hangars needed re-plating, but other than that the work was okay. The previous owner had also replaced the brakes and they appeared to be fine, although I tidied up the pipes and fitted new hoses. I also put new seals in the hubs."

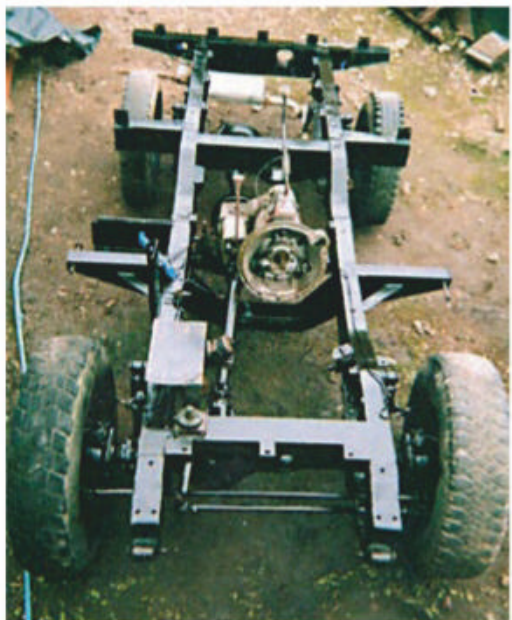
The Land Rover's bodywork threw up most of the issues, but David and Brian were up for the challenge. Being in the trade, David also contacted several specialists who agreed to assist with the work. "I need to thank a few people, including my own garage Mackays in Edzell," said David. "The convenience of having the garage literally across the road, was a big help. Local welder Ewan Mitchell, trading as EJM Fabrications, took care of the rest of the aluminium, as a bit of work was still required on the rear tub.

"For some reason the previous owner had cut the angle along the floor using a 9 inch cutting disc and taken it completely out the tub. This left a quarter inch gap that now had to be repaired using other sections, so that the welds could be hidden behind the panels."

While the Land Rover was away being repaired, David cracked on with the rest of the work. "Because of my day job, most of the restoration was done in the evenings and weekends," he said. "I would often find myself sitting at home rubbing down panels in front of the television. At one stage, I even had the engine sitting on a table in the living



The chassis before preparation (above), and after (below). Note the gear box has also been fitted



It took David and Brian several weeks to straighten out the Land Rover's metalwork. Because David was still working full-time, the complete resto took a couple of years

room! I don't have a purpose-built shed, so this meant we had to do a lot of the work actually inside the house or rig up tarpaulins in the yard. It doesn't sound a big deal, but it all took time."

David's other suppliers included Engine Resource based a short distance away in Dundee. "The company specialises in supplying and refurbishing old engines," David explained. "The owner Derick Wilkie was very helpful. I also need to mention Andy Duncan at North Sea Coatings based in Arbroath. The company specialises in electroplating. They re-plated all the Land Rover's original bolts and brackets.

"I made the B clips. I ordered some purpose-made clips from various suppliers but wasn't happy with the shapes, so I ended up making them using the original pattern."

Although David was not looking to take the IIA off-roading, he likes going to local rallies. This meant that the Land Rover's engine had to be brought up to scratch. "The re-conditioned engine was a genuine Rover diesel that had been bored out to plus 40," he said. "Although the unit had been taken out of the vehicle, I managed to get it going. It seemed to be running a bit rough, so I decided to investigate.

"When I stripped down the engine I found one of the pistons was damaged. It had been badly burnt and there was a large hole in the liner. The result was that the bore had to be machined out, and new liners fitted. The engine was then re-machined back to the standard size. What with the crank having to be ground and other bits and pieces, the whole job took several weeks and cost around £700."

While David was busy balancing his budget, Brian was sorting out the paintwork. "We decided to use single-pack paint," David explained. "We did not choose any specific Land Rover shade, although it is obviously a suitable colour. We ended up using 15 litres of topcoat and painted every panel both inside and out.

"Most paint manufacturers don't guarantee colour matches. This means that one tin of paint can differ slightly from another with the same colour code. I also changed the



The tailgate was stripped to its bare aluminium and spot welded

goal posts a little because I originally wanted the Land Rover's wheels to be painted in white, then decided to use green. This meant we had to go out and buy more paint."

This also meant that the tins of paint were from different consignments, a potential minefield that can easily trap the amateur restorer.

"We were determined to get an even colour, so Brian used a technique that is common among professional painters," said David. "We poured all the paint into a large bin and mixed it all together. This resulted in the colour being consistent. We then put the paint back in the tins and applied it to the Land Rover. This technique seemed to do the trick,



The cab is as it should be. All the instruments are still the originals. Note the original paperwork on the seat. New upholstery was provided by Exmoor Trim

and the colour is the same shade throughout the vehicle.”

Once the Land Rover was back on the road David and Brian made a point of visiting their suppliers so they could see the IIA in all its glory. “Many specialist workshops carry out precision jobs, but never get to see their handywork in action,” he explained. “They were all pleased to see the finished result, and happy to see the Land Rover up and running.”

Scotland hosts plenty of vintage vehicle shows, and most of them feature Land Rovers. If you are lucky enough to own a vintage Landy it needs to be a cut above the rest if it wants to stand out from the crowd. Yet despite the fierce competition, NYJ 499 has already won several rosettes. These include ‘top of class’ at the popular Scottish Transport Extravaganza held each year at Glamis Castle, and the ‘light commercials’ award at the Farming Yesteryear show at Scone Palace near Perth.

“The irony is we never set out with the intention of restoring the Land Rover to tip-top condition,” David explained. “We just wanted to patch the vehicle up and put it back on the road, so we could sell it on. We weren’t interested in winning prizes, or anything like that.”

“Unfortunately, some restorations take on a life of their own, and we ended up doing a far better job than we had planned. The cost was also significantly over-budget. The family connection also muddled the pool, and my mother is encouraging me to keep the Land Rover. Uncle Angus is now 86-years-old and still driving. He was down at the garage recently extolling the virtues of the restoration, so it looks like we’ll be hanging on to the IIA for the foreseeable future.”

At least David and Brian have the consolation of driving the IIA and say the vehicle is great both on and off the road. “The Land Rover is surprisingly nippy bearing in mind it’s a diesel,” said David. “The area around Edzell is all about country roads, so you’ll struggle to do more than 40mph. NYJ 499 is a bit of living history for these parts, and a lot has certainly changed since 1962. It took a lot of hard work, but the IIA is now restored for future generations to enjoy.”



The original petrol engine has long gone, but the Rover replacement is a willing substitute



Owner David Meek (left) with friend and painter, Brian Greig

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New twist on old Defender

It's been out of production for four years, but you can still buy a brand-new old-style Defender, albeit with a few upgrades. Richard Ingram visited Twisted Automotive to find out more ...

Pictures: Pete Gibson, Auto Express

THE very last Defender rolled off the Solihull production line in January 2016. Killed off by safety and emission regulations, as well as a lack of demand, the legendary 4x4 could trace its origins back almost as far as the end of World War II.

But even though Land Rover sounded the death knell for the classic Defender nearly four years ago, a smattering of companies around the country can still give you what is, to all intents and purposes, a brand-new Defender with little more than delivery mileage on the clock.

One such enterprise is Twisted Automotive, a Yorkshire-based business owned by Charles Fawcett. The company was inspired by his father, who spent much of his time in the 1970s running an off-road driving centre and working on classic Range Rovers. Fawcett was at the wheel of his first Land Rover – a Series III pick-up – aged 11, and he's been hooked ever since.

Twisted was established in 2001, and was designed from the outset to offer parts and performance enhancements for just one car: the classic Defender. Nearly two decades on and Fawcett is as passionate as ever; each vehicle built by Twisted is hand-crafted, bolt by bolt, at the firm's facility in Thirsk, North Yorks.

To learn a bit more about what drives Fawcett's dream, as well as what goes into keeping the spirit of the original Defender alive, we took a trip to Yorkshire to experience the process first-hand. The journey seemed like the perfect opportunity to take one of the tuner's 400bhp Corvette-engined Landies for a run, too.

Twisted's facility is somewhat unassuming, tucked away at the back of an industrial estate populated by DIY stores and engineering firms. Fawcett himself is an imposing character, though, a brawny man with a rich Yorkshire accent.

Fawcett encourages potential customers to visit Twisted's base; this is a firm with a story to tell, and there's

no better way to paint the picture than seeing the shop floor. “The easiest builds are the ones people invest in,” Fawcett tells us. “They see it and they say, ‘I love it, let’s go the whole hog.’”

Yet only around 30 per cent of Twisted’s work involves converting customer cars with new parts. Fawcett’s team spends most of its time modifying new-ish old Defenders, taken from a run of late-model Land Rovers purchased in bulk as end of production loomed. When Fawcett heard that the end was imminent in 2016, he quickly secured the funding necessary to buy a whopping 239 last-of-the-line Defenders in various shapes and sizes.

It’s these very cars Twisted is using to build its current range of off-roaders. The Twisted Classic Series II is the most affordable, with prices starting from £67,000, excluding VAT. Using the 2016 Defender as a base, this version celebrates the 1958-71 Series II with subtle Sage Green seatbelts, stripes and a retro Moto Lita steering wheel. Twisted has also fettled the suspension and added a set of its 18-inch Classic wheels.

“People buy a Twisted as a statement,” Fawcett tells us with a wry smile. “It’s never going to replace another car – people buy one as well as something else. If you want to go incognito, you take the Bentley.”

The Classic Series II is the purest example of Twisted’s complex and tells you what it’s doing, Fawcett says: “It’s communicative, but it’s still a Defender”.



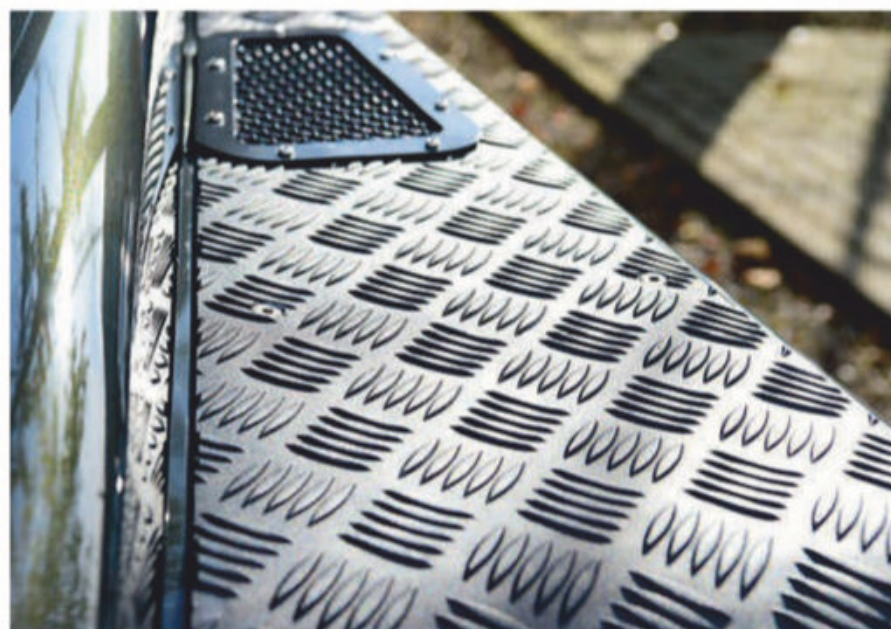
Charles Fawcett founded Twisted in 2001, and has focused solely on the Defender ever since

“People buy a Twisted as a statement. It’s never going to replace another car – people buy one as well as something else”





Brakes and suspension have undergone the Twisted treatment



30 per cent of Twisted's work is converting customers cars with new parts



There's no hiding what's powering this Defender...

After 20 minutes or so, we switch seats and get an opportunity to try this bonkers bruiser on the road. The throttle response is instant and the power delivery relentless. This overwhelms the entire experience, in fact, distracting you from the seemingly inevitable impending doom as you near the next bend. Yet the Twisted somehow recovers; body roll hasn't been eliminated, but you can lean on the car in a way you can't in a standard Defender.

And, while the inertia at play is hard to ignore, the brakes are strong, and the steering far more alert than the languid set-up of old. The Twisted can't match a Range Rover – or even an old Freelander – for refinement, but it's more civilised than you might imagine. Even more so if you crank up the high-end stereo and flick on the heated seats.

As we sit alongside Fawcett, we ask what he thinks of the new Defender. Will he reinvent the reinvented icon, or is it something best left alone? "I think it's ace," he tells us.

"We'll look at it, of course. Commercially we'll have to. But we won't rush. I want to see who drives it first."

Would Fawcett ever dabble in different brands, then? "Porsche is an interesting product," he tells us. "But I wouldn't go near it. I'd love to do other vehicles, but Twisted can't. With the Defender we brought everything together and packaged it properly. No one had done it. It's relatively simple; I love what we've got."



Hand-crafted interiors where customers can choose their own spec

Also keeping the Defender alive...



KAHN DESIGN

BASED in Bradford, Kahn was founded in 1998 by automotive designer Afzal

Kahn. The company started out designing alloy wheels, before moving into complete vehicle upgrades. Today, much of its work centres around cosmetically modified Range Rovers and Jeep Wranglers, although it has also built the Flying Huntsman 6x6 (above) – a six-wheeled Defender pick-up featured in Issue 257 of LRM.



URBAN AUTOMOTIVE

NOW dealing exclusively in high-end SUVs such as the Bentley Bentayga and Mercedes G-Class,

Urban launched in 2013 with a plan focused around 'The Urban Truck'. A modernised version of the Defender, the car was tailored to each customer's tastes. Before long, Milton Keynes-based Urban was upgrading the stock model's suspension and shoehorning V8s under the bonnet.



OVERFINCH

More closely aligned with the Range Rover, Leeds-based tuner Overfinch has dipped its toe in Defender

water with a handful of modified Land Rover models over the years. Overfinch calls its attempt at the Defender the 'ultimate expression of the Land Rover icon'. It features not only a number of interior and exterior aesthetic tweaks, but also the option of a 6.2-litre V8 and six-speed automatic transmission.

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Race against time

Story and Pictures by Steve Miller

LRM's ad manager Steve Miller is the subject of Polybush's live show at Kelmarsh

WHAT a year 2019 was. Not only did we finally get to see the all-new Defender, us traditional Land Rover folk also had a number of great Land Rover events to attend of our own – and, of course, a copy of LRM to read each month. What more could we possibly ask for?

One of the main highlights for me during 2019 was being asked by Hayley from Polybush if I would like to have all the worn suspension bushes on my Ninety replaced, which would take place live at the Kelmarsh Land Rover show in July. I've often spent time over the years viewing the various activities that go on in their marquee – and I definitely wanted to be part of it. Fortunately, it was also one of the driest places to go due to the inclement weather, but the least said about that the better.

The Polybush team always put on a good show, mainly because they always have a Land Rover being worked on by the renowned team, known as The Manic Mechanics, headed up by the exceptionally chirpy Gary Tufnell. Over the years, they have built up various vehicles and although the deadline to completion always seems to be tight, they've always got it done – and they usually drive out of the tent, with a pretty much finished vehicle, to do a celebratory lap of the show arena. They've also been known in the past to take half the marquee with them, as they underestimated the height of the exit, which only added to the drama, of course.

A few weeks prior to Kelmarsh, a plan was hatched. My job would be to get the Ninety MoT-ready, along with pre-empting what other parts Gary and the team might need, and then have a think if there were any other jobs they could do over the course of the weekend. There were no worries there, I thought. With a team of qualified and enthusiastic chaps, all willing to give up their spare time to demonstrate to the public what they were capable of, was an opportunity not to be missed.

To start with, I considered that, as the bushes were going to be replaced, including those connecting the back axle, it might be the perfect time to swap out its original axle fitted with drum brakes and replace it with the disc braked



Before

Time to send this away for a weekend of fun (and transformation)



After

Ready to leave for home from a very wet Kelmarsh Show



Last few bits to remove before breakfast

Rusty old doors are to be replaced with new Series-style ones



“Over the years they’ve built up various vehicles and although the deadline to completion seems tight, they’ve always got it done”





Andy helping remove the old axle



How long before they realise it's upside-down?



These put a spring in our step



New doors from SP 4x4 looking great



Shiny new brakes fitted to rear axle



After
Sam the dog likes the new Exmoor Trim seats

Before
Time to get rid of these worn-out cloth seats

version I had left over from when I broke Grand Rover up for spares. Anyone remember the £850 Discovery 1 that we used in the LRM Grand Rover challenge? Well, it donated most of the running gear, engine and steering components to this vehicle. In order to make this happen, I cleaned and painted the 'new' axle, converted to a four bolt flange (the difference between a Disco axle and a Defender) using off-the-shelf parts from Ashcroft Transmissions and fitted new brake calipers, discs, pads and copper pipes. This was then loaded on to a trailer ready to deliver to the show.

I went through each part methodically thinking of what issues may arise and pre-ordered things like new suspension bolts to hopefully make Gary and his team's life a lot easier – considering they would be working on it away from their usual workshop, and with a limited chance of buying any other parts on the day.

For the distant future I had plans to convert the Ninety from a hard-top to a soft-top as it had now been relegated back to a leisure vehicle only, rather than a daily driver. Again, the show would be the perfect opportunity to get it all done at once – and would make for a visible difference at the end of the weekend. I decided to go for it and ordered a black canvas hood with side windows and a set of hood sticks from Exmoor Trim, along with a seat belt bar (the seat belts would no longer have an anchor point once the hard-top had been removed). I then got a bit carried away. The original seats, in brown cloth, were long past their sell-by date and would stand out like a sore thumb, so while I had an order in with Exmoor Trim, a couple of G4-trimmed seats were added to the basket.

Now we were getting somewhere, but what to do with the rear door? Should I crudely cut down the safari door in order to fit the canvas hood? Not ideal, and it certainly wouldn't look great, especially as the public would be looking on. Alternatively, I could go all-out and replace it with a drop-down lower tailgate? But then in order to do that, my Mantec swing-away rear wheel carrier would no longer fit. I then had a light bulb moment. I remembered that the guys at SP 4x4 offered a professionally-made side-opening rear half door – and with the added benefit of having a galvanised frame, so there would be no more rot to

Perfectly-aligned new rear door in place. Pete fits seatbelt bar



deal with in the future. Result!

I then thought about the driver and passenger doors. It seems the done thing to switch to Series split doors for soft-top conversions. Besides, my wind-up window one-piece doors were rotten in the bottom. I'd seen SP 4x4's galvanised Series doors at its factory on a visit a few months prior, so a pair of those were duly ordered. To make the swap straightforward, SP 4x4 offers a complete conversion kit including everything you need to convert to Series doors on early Ninetys, One Tens or for the later Defender model.

After my shopping trip, I called up Gary to let him know how busy I'd been. I loaded up the trailer I had borrowed the Friday before the show and drove straight to Kelmarsh. From the moment I arrived I was greeted by Gary and we unloaded everything, including getting the Ninety into position ready for when the show officially opened the following morning.

If you have ever witnessed the Manic Mechanics in action, you'll know how well they work together. This year, the team consisted of Gary and his partner Cathy, Pete, Chris, Lucas and Andy aka The Grave Digger – and not forgetting Hayley and the Polybush team, of course. Even before breakfast, the spanners were in full swing after the vehicle was safely put up on axle stands. The removal of larger items such as the axle would be first on the agenda, while others started removing the doors, the hard-top and seats. A quick stop for breakfast, and the Ninety looked completely different – now sporting Polybush stickers, too – although one is deliberately placed upside-down much to Gary's amusement.

The viewing public were intrigued and questions from them flowed throughout the weekend. Mainly, will you be driving that home at the end? Yes, of course, I'd reply – as I know Gary and the team are experts at this kind of thing. There were some very doubtful glances back at me.

The weekend quickly went by and the Ninety soon had all the new aforementioned bits bolted back on. So did it drive out of the marquee and transport me home on the Sunday? Of course it did – I expected nothing else. I'll save how well it drove for another issue, but a special thank you must go out to all involved. You did a sterling job.

"To me . . ."
"To you . . ."
Nearly finished!



And there we have it – the group shot.
Thanks guys!



Parts fitted (all prices include VAT)

Polybush polybush.co.uk

Main suspension kit £190

Exmoor Trim exmoortrim.co.uk

Exmoor Trim canvas hood with side windows (EXT202-15BKC) £376.82

Hood frame (EXT220-2) £184.82

Soft-top front seatbelt bar (EXT500-1) £390.52

G4 style front seat (EXT303-G4) x2 £438 each

SP4x4 Sp4x4.com

Galvanised Def Series-style front door conversion kit and cappings £599.94

Premium galvanised Defender half rear door tailgate full kit £264.60



Roaring success

Community spirit galore as landowners and local groups offer greenlane tracks for the Northern Ireland LRC, who in return raise money for the Lions Club



Drivers were supported by the community through every gate

RECENTLY the Northern Ireland Land Rover Club prepared for an exciting new venture. With no greenlaning rights of way available throughout Northern Ireland, the club had been in negotiations with local landowners and community groups to make farm tracks available to drive – and for the local community to benefit from monies raised.

A previous effort a month or two before had seen the village of Glenarm benefit from our efforts on a trial run when we were kindly assisted by the Glenarm Estate along with locals to open gates and make tracks available for club members to drive in preparation for this adventure.

The Glenarm village car park was the meeting point, with club member Ian on site to make breakfast and hot drinks for those arriving and have the club's horsebox 'office' ready to receive and sign on customers.

As drivers signed on they received a letter explaining the day's routine and rules, so chairman Barry Dalzell was able to keep the drivers' briefing to a minimum. By 10.00 am the car park was full and vehicles were still arriving; one Land Rover had travelled almost 200

Story: Barry Dalzell Pictures: Various NILRC club members

76 vehicles turned up
– possibly making it the
biggest single Land
Rover greenlane club
event in Ireland

Northern Ireland Land Rover Club

Formed in 1996 the Northern Ireland Land Rover Club is made up of a wide variety of members and vehicles from all over Ireland, all with a common interest off-road and a wish to use their vehicles for the purpose they were designed. The club organises at least two events most months throughout the year. These include greenlane runs, trials, orienteering and charity events, fun days and various shows. The club also holds social gatherings and on the last Monday of each month the club has a meeting. The club's website has details of all club activities and the latest news, plus membership application forms. Also see their Facebook page. landrover-club.com, facebook.com/NiLandRoverClub

The route
trekked through
heather and
gorse



miles to attend and other clubs from NI and Donegal had sent representatives to support our venture.

Shortly after 10.15 am, with members of Antrim Coast Lions Club doing points duty, we set off on our first trip up on to the Antrim Plateau. Locals and landowners applauded as the convoy of 76 vehicles drove by, reckoned to be the biggest single event of its kind in Northern Ireland and possibly the whole of Ireland. Barry had spoken to all the landowners to get access and the gates opened and had been met with 100 per cent support throughout. Everything was set for a superb day, a new adventure and the opportunity to involve the whole community and give something back to that community.

Margaret led the convoy up to the top of

the plateau, one of the last wild areas in NI, and as we arrived on top there was a drone filming everyone's arrival. Below us sat the village of Carnlough, just a cluster of houses sitting on the shores of Carnlough Bay, with the Scottish coastline clearly visible in the distance. After a few shots we journeyed down some muddy farm tracks towards the coast.

The day progressed superbly, with different local guides taking over the reins to lead us up, on to and across this beautiful part of the world. With some tight corners to negotiate on the way down and with 76 vehicles passing through, these began to get quite slippery. We lost a couple of vehicles as they gently slid into the bushes, but our team of stewards were always close by monitoring these areas and within minutes everyone

was good to go again.

In glorious sunshine we travelled along the limestone cliffs past the old disused quarry and then zigzagged our way up the face of one of the plateaus and on top by driving a huge loop of some three miles through the heather and gorse. The steep descent back down was becoming very slippery and with the track becoming more difficult we opted to make use of plan B and steered everyone back down to the village along the side of the fields that skirted working farms. It was great to see the children waving as we went past.

Our fifth and final track was very much a 'let's go and have a look run'. A few of us had driven this previously and knew it just disappeared into the grassland. About 40 hardy souls drove the eight miles to the summit, some forded the river, some just had a look-see, but this track is stored away for further investigation in the near future. Maybe we will need a few winched tray backs out to see what we can open up for the next time.

Following this highly successful day enjoying the involvement of the local community without whose help and assistance it would not have been possible, the Northern Ireland Land Rover Club handed over £1000 to the Lions Club to make use of as to they felt it should be used. A fantastic day throughout with many invites to come back and many new friendships forged.

LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

January 9 - 12

■ Autosport International, Motorsport Show
NEC, Birmingham
autosportinternational.com

January 10 - 24

■ Morocco - ARDVentures, Overland Adventure Western Sahara & Atlantic Coast
Morocco
ardventures.co.uk

January 12

■ Pennine Land Rover Club, RTV/CCV trial
Catlow, Lancashire
penninelandrover.co.uk
■ Malvern 4x4 & Vintage Spares Day
Three Counties Showground, Malvern
4x4sparesday.co.uk
■ UK Landrover Events, Tyne & Wear 4x4 Tour
Durham
uklandroverevents.com
■ 4x4 Adventures Ltd, Drive Round Day
Bampton, Devon
4x4adventures.co.uk

January 18

■ Solent & District Land Rover Club, GreenLanes
TBC
sadlrc.co.uk

January 18 - 19

■ Adventure Travel Show Olympia, London
adventureshow.com
■ USA - 4x4Far, Defender launch live music and adventure festival
Coachella Valley, South California
jaguarlandrover.com

January 18

■ Northern Ireland LRC, Forest Drive
Springwell Forest, Coleraine
landrover-club.com

January 19

■ Four Wheel Drive Club of N Ireland, RTV Trial
Creagh, Draperstown
4wdni.co.uk
■ Lincolnshire Land Rover Club, The Barrie Murdoch Memorial Trial
Wickenby Airfield & Woods, Market Rasen
llrc.co.uk
■ Woolbridge Motor Club, 4x4 & SUV Trial
Dorset
woolbridge.co.uk

January 26

■ Brass Monkeys at the Station, Land Rover Meet
Tanfield Railway, Beamish

nero.org.uk
[facebook.com/Brass Money](https://facebook.com/Brass%20Money)
Land Rover Meet

■ Cornwall and Devon LRC, RTV Trial

TBC

cdlrc.com

■ Thames Valley 4x4 Club, Drive Round Event

Brick Kiln Farm, Hampshire
tv4x4.co.uk

■ UK Landrover Events, Peak District 4x4 Tour

Derbyshire

uklandroverevents.com

■ 4x4 Adventures Ltd, Drive Round Day

Bampton, Devon

4x4adventures.co.uk

■ Normous Newark Autojumble
Newark Showground, Newark
newarkautojumble.co.uk

January 26 - 31

■ Morocco - M'Hamid Express, Rallye Raid
Zagora, Morocco
rallyehamidexpress.fr

January 31 - February 16

■ Hungary - B2B Budapest to Bamako, Trans Sahara Adventure
Budapest
budapestbamako.org

February 1

■ UK Landrover Events, North

Yorkshire Moors 4x4 Tour

North Yorkshire

uklandroverevents.com

February 1 - 2

■ Australia - 4WD

Spectacular Show

Queanbeyan, NSW

4wdspectacular.org.au

■ ARDVentures 4x4, Lake District Tour

Cumbria

ardventures.co.uk

■ Off Road Adventure Travel, Wild Wales 4x4 Explorer Tour

Wales

offroadadventuretravel.com

February 1 - 16

■ Spain - Ardent Off Road, Northern Spain Tour

Spain

ardentoffroad.com

February 2

■ Cornwall and Devon LRC, Comp Safari

Tredinnick, Cornwall

cdlrc.com

■ Four Wheel Drive Club of N Ireland, Trial

Ballyutog, Belfast

4wdni.co.uk

■ Peak & Dukeries LRC, CCV Trial

TBC

panddlrc.co.uk

■ Solent & District Land Rover



January 12

4x4 & Vintage Spares Day

The Three Counties Showground at Malvern on Sunday January 12 sees the first 4x4 & Vintage Spares Day of the year take place. The Wye exhibition hall doors open for the public at 9.00 am until 1.00 pm. Admission is £6.50 with under 15s free, there is an onsite restaurant, free parking and well behaved dogs are welcome. Details can be found on the 4x4sparesday.co.uk website.



February 8

Social Morning & 4x4 Driving

4x4 Adventures Ltd is holding an off-road excursion led by David Bowyer around his off-road training site in Credition, mid-Devon, on Saturday February 8. This is aimed at novices and more experienced 4x4 owners and allows the opportunity to explore the vehicles' capabilities with help and advice on-hand with a bunch of like-minded people. The morning will also give attendees a good insight into greenlaning. Full information and the cost of this and other events run by 4x4 Adventures Ltd can be found on its website.

4x4adventures.co.uk

Club, GreenLanes

TBC

sadlrc.co.uk

■ Piccadilly Wood 4x4, Pay & Play Day

Bolney, West Sussex

piccadillywood4x4.co.uk

■ 4x4 Adventures Ltd, Drive Round Day

Bampton, Devon

4x4adventures.co.uk

February 6 - 18

■ Algeria – Tinhari Sand Race, Rallye D'Algerie

El Qued, Algeria

tinhari.com

February 7 - 12

■ India – Planet Way Round, Winter 2020 Spiti 4x4 Snow Drive

Spiti, Himachal Pradesh

planetwayround.com

February 8

■ Northern Ireland LRC, Self Assessment Event

Kilwaughter, Larne

landrover-club.com

■ 4x4 Adventures Ltd, David Bowyers Social Morning & 4x4 Driving

Credition, Devon

4x4adventures.co.uk

February 8 - 9

■ North East Rover Owners Club, CCV/RTV Trial

West Woodburn, Hexham

nero.org.uk

February 8 - 17

■ USA – Chicago Auto Show McCormick Place, Chicago

chicagoautoshow.com

February 8 - 9

■ Great Western Classic Car Show

Royal Bath & West Showground,

Somerset

gwa.bristolclassiccarshows.com

February 9

■ Pennine Land Rover Club, RTV/CCV trial

Haggate, Burnley

penninelandrover.co.uk

■ UK Landrover Events, Linclon & Belvoir 4x4 Tour

Lincolnshire

uklandroverevents.com

■ Essex Rochford and District 4x4, Pay & Play Day

Canewdon, Essex

4x4er.co.uk

February 9 - 14

■ The Snowball Rally, 4x4 Drive

Scotland

prestige-promotions.co.uk

February 12

■ UK Landrover Events, Yorkshire Dales 4x4 Tour

Yorkshire

uklandroverevents.com

February 13 - 16

■ London Classic Car Show

ExCel, London

londonclassiccarshow.co.uk

■ Australia – Victoria 4WD Show

Lardner Park, Vic

vic4wdshow.com.au

February 15

■ Solent & District Land Rover Club, Greenlanes

TBC

sadlrc.co.uk

February 15 - 22

■ Spain – ARDVentures Overland Adventure, Galicia in Winter

Galicia, Spain

ardventures.co.uk



January 19

The Barrie Murdoch Memorial Trial

The annual Barrie Murdoch Memorial Trial will take place this year on Sunday, January 19 at Wickenby Airfield & Woods near Market Rasen and run, as in past years, by the Lincolnshire Land Rover Club. This annual CCV Trial in memory of club member Barrie Murdoch has become over the past five years a must-do CCV Trial for many ALRC trial drivers. Camping is available on-site from Friday along with toilets and burger van: all profits are going to a chosen charity. Members of all ALRC clubs are welcome. Details can be found on the club's website.

llrc.co.uk



February 16

■ The Shire Land Rover Club,
Play Day
Romsey, Hampshire
shirelrc.com
■ Woolbridge Motor Club, 4x4
& SUV Trial
Dorset
woolbridge.co.uk

February 20 - 23

■ The London Classic
Car Show
Olympia, London
thelondonclassiccarshow.co.uk

February 21 - 23

■ Race Retro, Historic
Motorsport Show
Stoneleigh, Coventry
raceretro.com

February 22

■ UK Landrover Events,
Durham Dales 4x4 Tour
Durham
uklandroverevents.com

February 22 - 23

■ 4x4 Adventures Ltd, Wales
Greenlane Trip

Llandrindod Wells, Mid-Wales

4x4adventures.co.uk

■ Vintage Sortout & Spares
Day at Spring Tractor World
Three Counties Showground,
Malvern

4x4sparesday.co.uk

February 23

■ 4x4 Expo, 4x4 and Land
Rover Show
Stafford County Showground,
Stafford
4x4expo.co.uk
■ Anglian Rover Owners Club,

RTV/CCV Trial

Great Brickhill, Milton Keynes

arocoffroad.co.uk

■ Cornwall and Devon LRC,
RTV & Tyro Trial
Tredinnick, Cornwall

cdlrc.com

■ Northern Ireland LRC,
Forest Drive

Tardree Forest, Ballymena

landrover-club.com

■ Four Wheel Drive Club of N.
Ireland, Comp Safari

Magheramourne, Larne

4wdni.co.uk

Future club events dates for 2020



April 4-5

BXCC 2020

Dates have been announced for the 2020 Motorsport British Cross Country Championship. This year's BXCC will run over six rounds, and looking at provisional dates the first round will take place on April 4 and 5, with following rounds in May, June, July, September and October. Full details of the 2020 BXCC Comp Safari Championship and venues will be announced at the annual championship awards evening in January. Look out for more information on the organising club's website and its Facebook page.

thats-motorsport.com
crosscountryuk.org



May 20-25

The National 2020

The Association of Land Rover Clubs' annual National Rally will this year be hosted by Southern Rover Owners Club at Bilsington Priory in Kent with help and assistance from other clubs. The National will feature all the normal events including Tyro, RTV and CCV Trials, Comp Safari, Bike Trial and Scenic Drive. However, due to limitations of the site there will be no Team Recovery event. In addition to the National Rally itself which takes place over the Bank Holiday weekend, the rally site will open on Wednesday May 20 and there will be a follow-on rally running until Saturday May 30 for those wishing to extend their stay on the Kent coast. Full details and all information on the events plus online entry form can be found on the website.

alrc.co.uk/2020-national-rally

May 31 and June 11-16

Range Rover 50th Anniversary

2020 is the 50th Anniversary of the Range Rover and also the 35th Anniversary of the Range Rover Register club. To mark the 1970 Press Launch Event the Devon & Cornwall division of the club is holding a 50th Anniversary Drive Out on Sunday May 31. Starting near the Devon-Cornwall border with breakfast then after, it will take in some of the places that were visited during the original Range Rover press launch. The event will end at the Meudon Hotel in Falmouth.

Later in the year the club will be holding a Anniversary Birthday Rally to mark both the 50th anniversary of the Range Rover and the 35th anniversary of the Range Rover Register club. The main celebration will take place on Sunday June 14 at the Haynes International Motor Museum in Somerset. Further information can be found on the club's website.

rrr.co.uk



May 29-31

Camel 40th Anniversary

The Camel Trophy Club is organising CT40, Camel Trophy 40th Anniversary Reunion. The event will take place in the South West of England over the weekend of May 29 to 31. They are asking anyone that was involved with Camel Trophy, be it as a team member, participating journalist or support crew, to join them. Details can be found on the club's website and Facebook page.

cameltrophy.org.uk, facebook.com/cameltrophyclub



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COME & GET DIRTY WITH ME

A black Land Rover Defender 4x4 vehicle is shown from a front-three-quarter view. The vehicle is positioned centrally behind the large orange text. It has a silver grille with the Land Rover logo, round headlights, and a black roof rack. The wheels are silver alloy.

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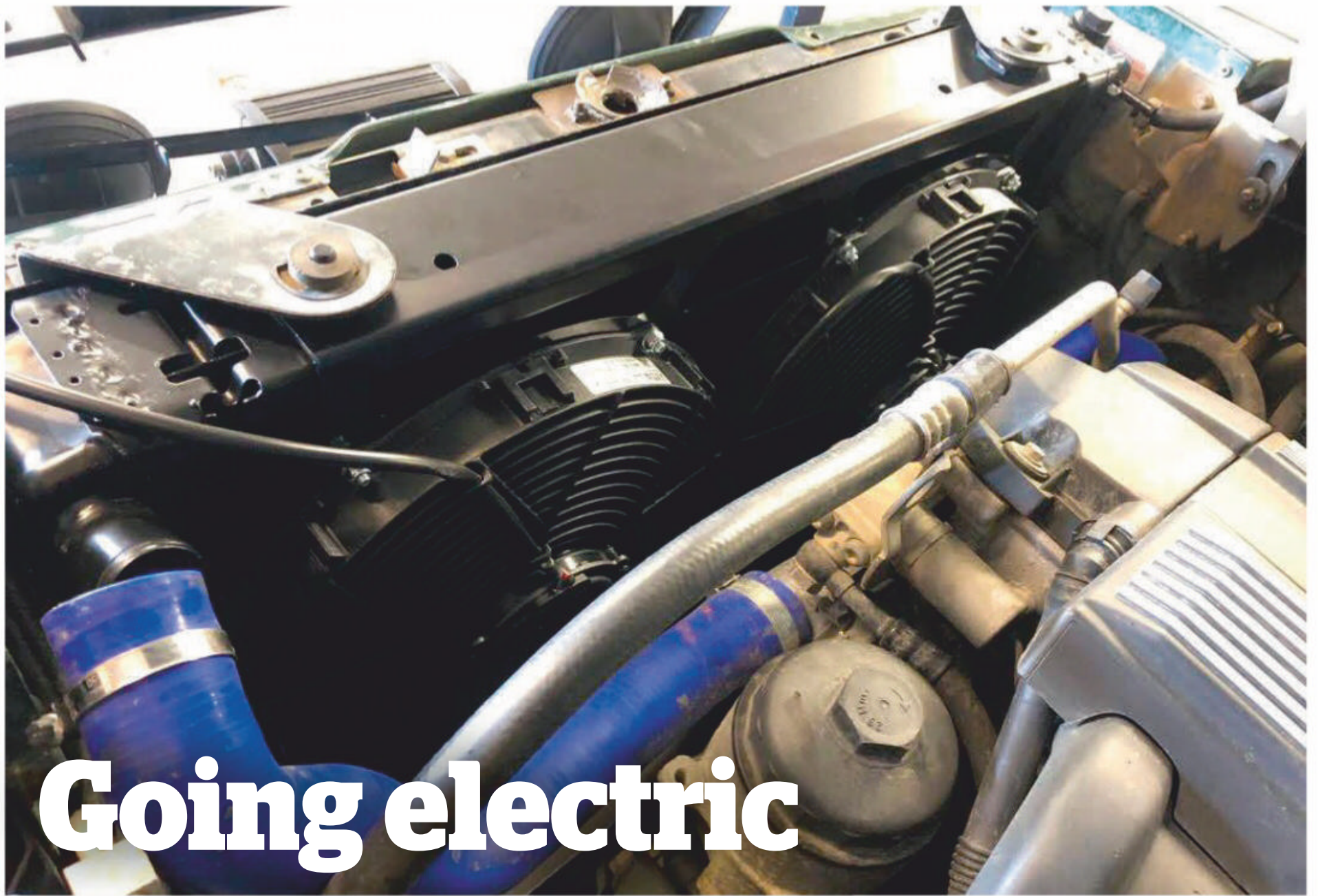
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WRITERS' ROVERS

We don't just write about Land Rovers: we live, breathe and spend all our wages on them



Going electric

Patrick fits a Revotec Cooling Kit to his Defender 2.8i

DEFENDER ownership is great when you're cruising along some greenlanes or up some foreign mountain pass in the sunshine. The frustrating bit is when things go wrong as I found out in spectacular fashion while out on Cannock Chase recently. While making my way up some slippery incline I gave it some beans. After getting to the top I noticed the engine was overheating while steam came out from under the bonnet. My viscous fan had disintegrated and smashed into the radiator, thereby damaging the fins. I think that the fan caught on the cowling after it came loose. It was a glassfibre cowling



PATRICK CRUYWAGEN
EDITOR

DEFENDER 110 2.8i

YEAR: 1999 MILEAGE: 257,000km
MPG: 20 POWER: 193bhp
TORQUE: 206lb ft

that I had picked up a year ago while in Africa as that is the only place in the world that they sold these Defenders (remember?). Ironically I bought the cowling from a company called British 4x4 in Africa.

This was the third time that this had happened and I was getting sick of repairing radiators and buying new viscous fans. The BMW garage in Milton Keynes has already sold me two in the last six months! My plan B was an electric fan and after consulting with the members of the very helpful 2.8i club I decided that this was the way to go. All research pointed me to Revotec which does a great cooling kit for V8 Defenders of a similar age. They told me that this kit would be suitable for my 1998 Defender despite its unusual BMW engine. Those who regularly read my ramblings will know that I once had my Defender radiator recored for a rather ridiculous amount of money by Bedford Radiators. Just had to repeat that.

So I decided to instead purchase an entirely new radiator and that set me back £165.98 while the cooling kit from Revotec is £292.80. Now that I had everything I needed it was time to drop the vehicle off

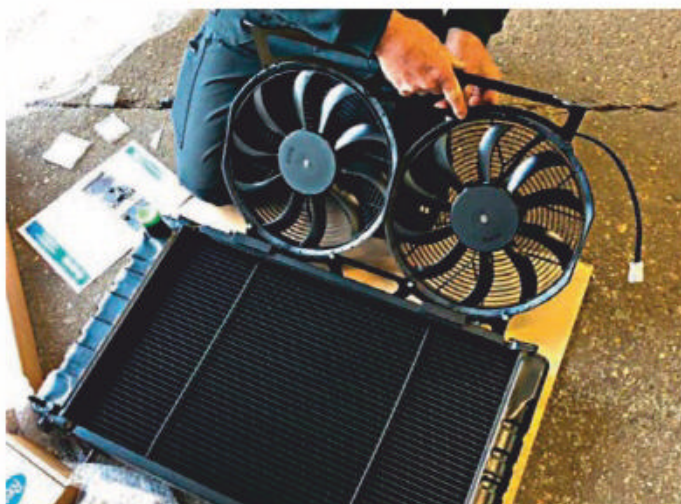
at Andrew from Woburn 4x4 to work his magic. I also gave him an override switch for the kit so that I could control the new electric fans from inside the cab. This big red switch has three settings: auto, on and off. So if driving through deep water you could switch the fans off completely as you won't need them in deep water. On auto the fans will come on at whatever temperature you have set them to come on at. How cool is that? Literally.

The whole kit consists of an electric fan controller, two 12-inch high-power suction fans, earth wire kits, 35mm electronic fan controller, aluminium anodised fan mounting brackets and the various bolts and fittings.

Andrew got the show on the road by draining all the water from the old system because despite all the damage that the fan had done to the old radiator, it still was not leaking. The old shroud and smashed fan were removed and after that the old radiator came out. Then the shiny black new radiator went in. The two new 12-inch fans were then assembled onto the bracket before being mounted in more or less the same position as the old shroud. Thanks to the fitting instructions and



After yet another smashed fan and trashed radiator, Pat reckoned an electric fan system was the only answer



Here's the new kit: not cheap, but essential

wiring up of the switch and electric fan controller did not pose Andrew with any significant challenges. In fact, he did a really tidy job of it all.

The forums are still divided on whether an electric or viscous fan is the best. These high performance BMW engines have a history of overheating, especially when you are giving it beans when off-roading. The great thing about my new setup is that you can set the temperature at whatever you want the fan to kick in on. I erred on the side of caution after initially fitting it and we had it at around 70 degrees Celsius. I consulted with my 2.8i mates and they suggested 90 degrees Celsius. I can now hear when the two powerful fans kick in and it is mostly when I am doing urban type driving with lots of short, fast bursts. Then the fans normally kick in when I am stopping at traffic lights.

I was desperate and sick of replacing fans which is why I decided to go the electric route with my fan. I have been running this system for two months and now I have it set so that the fans come on at the correct temperature, it has really impressed me. In fact it has given me



Three-position switch to control the new cooling set-up

peace of mind. I love that I can put the fans on or off from the driver's seat. As I often find myself at Billing off-road course's water crossings I do find this most useful. Thanks Revotec for helping me to find a solution to my frustrating problem. I think the guys in the parts department at BMW Milton Keynes will miss me. Going electric ain't that bad after all.

REVOTEC

Looking for an electric cooling system solution for your Land Rover? Then look no further than Revotec. I have been very impressed with the quality of the products and fingers crossed that my previous problems are now sorted once and for all. For more details see revotec.com.

WOBURN 4X4

I have been using Andrew at Woburn 4x4 for over a year now. He is great at keeping customers updated and his customer service is extraordinary. I pay for the work done on my vehicle and the parts he sources for me, so I am not just saying this because it's a freebie. It's not. I will keep on going back there and recommending him to other Land Rover owners. Woburn 4x4 are an absolute pleasure to deal with. For more details see woburn4x4.co.uk or tel 01908 365777.

LRM'S FLEET

Every month, LRM staff and contributors share their real-life experiences with the Land Rovers they own...



PATRICK CRUYWAGEN
EDITOR
1998 Defender 110 2.8



TREVOR CUTHBERT
CONTRIBUTOR
1984 Land Rover 90 Mazda 3.5 Tdi automatic soft top (rebuild project)
1990 Land Rover One Ten LHD V8 soft top
1994 Defender 130 Tipper 300Tdi
1998 Defender 90 Station Wagon 2.8i BMW six-cylinder petrol
2002 Discovery 2 Td5 Adventurer
2004 Defender 90 Td5 hard top



DAVE BARKER
CONTRIBUTOR
Discovery 4, Freelander 2 XS
Defender 90, Series I



ED EVANS
TECHNICAL EDITOR
1976 Series III 88 soft top
1989 Ninety Station Wagon
1998 Discovery 300Tdi
2000 Freelander 1 L-series
2000 Defender 110 Td5
2006 Range Rover Sport TDV6

Sunrise at
Thornham
Harbour



A marshland adventure

Dave heads out to the Norfolk coast at the crack of dawn to watch the sun rise and witness nature in the raw

IT is still dark as I steer the Discovery down the rough track, the headlights picking out the water-filled potholes as I make my way across the marsh, but a smudge of brilliant orange on the eastern horizon beyond the sand dunes means first light isn't far away. I pull up



**DAVE
PHILLIPS**
CONTRIBUTOR

DISCOVERY 1

YEAR: 1996 MILEAGE: 170,000
MPG: 25 POWER: 111 bhp
TORQUE 195 lb-ft

DEFENDER NINETY

YEAR: 1984 MILEAGE: 168,000
MPG: 30 POWER: 111 bhp
TORQUE 195 lb-ft

near the old salt barn, with the nose of the vehicle pointing north, which just happens to be the direction that the wind is roaring in – from the Arctic to North Norfolk, with little in between to temper its icy edge.

It's a struggle to get out of the vehicle, with the force of the gale doing its best to keep the door closed. Once out, the cold takes my breath away, but nothing can dilute the sheer joy of being out on this desolate coast at the break of day. There's something both exhilarating and elemental about leaning into a high wind, especially in winter, in such a wild place. Just me, my Land Rover and Billy the Wonderdog, whose fur is rippling like one of those giant brushes in a car wash. He points his nose into the wind to check out the scents of the day: he can probably smell reindeer, blown straight in from Lapland.

The wind is whistling through the rigging of the boats anchored in the muddy creek, but above it comes the familiar sounds of the marsh, including honking geese and the haunting cries of curlew. Birdwatchers

from all over the country come here in winter to spot the rarities that get blown off course in their migrations across the North Sea, but they won't arrive until later. In the half-light of dawn, I have the place all to myself.

The place is Thornham Staithe. In any other part of the country it would be called a harbour, but in Norfolk they're called staithes. That's just the way it is. In Norfolk we like to be different; that's why there are so many Land Rover owners here. Well, that and the fact that we appreciate function over form; which is why so many of them are old Land Rovers.

In an hour or two I'll be meeting one of them. It's a lovely Series III, that's being brought along by an old mate who has succeeded in converting it to Tdi power to make it suitable for everyday driving on modern roads. I won't say any more for now, because it will be featured in next month's LRM, and I don't want to spoil the surprise. Besides, dawn is breaking now and the marshes are glowing in the golden light. It means the natural world is about to stir.

The geese are now in flight, heading off in large groups, which are known as skeins. The collective noun for geese on the

A skein
of geese



Curlew with its distinct downward curved beak

ground is a gaggle; once they're airborne it's a skein. Either way, they're pretty vocal. It's like every one of them is shouting at once. I wonder what they're saying?

A few yards away, in a shallow pool, a white egret is stalking its breakfast. This diminutive member of the heron family may look small and cuddly, but it's a deadly killer; its great bill flashes down, there's a brief struggle and a small fish is swallowed – all in a split second.

Suddenly, in the nearby creek, three medium-sized birds splash down in the shallow water. Soon they're dipping their extraordinarily long, straight beaks into the rich mud, digging out ragworms and shellfish. I think they are black-tailed godwits, but I'm no expert ornithologist, so I take a few photographs to check out later.

I'm absorbed watching their antics, but suddenly my attention is drawn to the cry of a curlew, very close by. I can't believe my luck as it struts into view. Like the godwits, it has a long bill, but unlike the godwits it has a distinct downward curve. And this is the first time I've ever been close enough to one to grab a photograph. What a day.

It's half an hour before another vehicle comes



Exercising dogs with a Defender

bouncing down the track. It's a green Defender Tdi 90, which suddenly pulls up and the owner opens the door, allowing two golden Labradors to jump out. Then he drives away, with the two dogs running after him, in hot pursuit. Is he abandoning those poor dogs in the middle of nowhere?

I'm angry and grab my camera to photograph the vehicle, so that I can later report to the authorities what I believe to be a very callous owner. But I'm wrong, because a couple of hundred yards later he pulls up, opens the door and lets them back in before he drives off again. It's obviously his way of exercising his dogs, although it's not a way I'd want to try.

The next vehicle is my mate's Series III and we enjoy a good chat while I take the photographs. What a brilliant way to spend a winter's morning, I reflect, as I head back to Northamptonshire.

East Northamptonshire may not be as dramatic as the saltings of North Norfolk, but the early-morning sunrises are just as beautiful. So far this winter we've had hard frosts, gale-force winds and floods. I wonder if there will be snow before the season's out? If there is, you can be sure my two trusty Land Rovers will be ready for it.

LRM'S FLEET

Every month, LRM staff and contributors share their real-life experiences with the Land Rovers they own...



DAVE PHILLIPS

CONTRIBUTOR

1996 Discovery 300Tdi

1984 Ninety 300Tdi



MARK WILLIAMS

CONTRIBUTOR

2005 Freelander 1

TD4 HSE Station Wagon



STEVE MILLER

CONTRIBUTOR

2007 Discovery 3, 2004 facelift

Freelander 1 Td4 SE



TIM HAMMOND

CONTRIBUTOR

1991 Range Rover Classic 300Tdi

1987 Range Rover Classic 3.5 EFI V8

1986 Range Rover Classic 300Tdi

1984 Range Rover Classic 3.5 V8

1984 Range Rover Classic 3.5 V8

1982 Range Rover Classic 3.5 V8

1982 Range Rover Classic 3.5 V8

1989 Land Rover Discovery 200Tdi



ALISDAIR CUSICK

CONTRIBUTOR

1995 Range Rover Classic

1957 Series I



Behind the scenes

The day finally comes when LRM's team see Alisdair's Range Rover

THE Canada Geese are on the move, the clocks went back for us in the UK, and that can only mean one thing; time to put my cars into hibernation. Except this year, unusually for me, I haven't.

When Patrick was lining up the buying guide cover, knowing the two big car photo studios were expensive to hire – and appreciating our editor likes to spend money wisely – I suggested instead of me shooting it he went to John Colley's studio instead. That's exactly what he did, but also why I found myself heading to Derby one Friday afternoon in my Range Rover Classic, as Pat still wanted to use my Classic for the shoot.

I gave it the quickest of washes that morning, but nothing more – Gary Pusey's mythical toothbrushes were notably absent. I like a tidy car, but I think it is fair to say Pat and Art Editor Sam were surprised by exactly how tidy the car

was. Hopefully they'll stop mercilessly ribbing me about never seeing it outside the garage.

It was a bit of a Cinderella moment for me, because though I'm always taking photographs of other people's cars, my Land Rovers are never there. I gave it a wipe down again inside the studio, snapped a few of my own shots after John did his work – then drove back in the dark, in lashing rain, heater full on. Mercifully this was all before the winter road salt, which I do avoid.

It is almost eight years to the day I bought the car as I type this, the longest I've kept any vehicle. But then this does absolutely everything I want a car to do. In

the last 12 months attention amounts to an oil and filter change (always a Genuine Parts filter), air filter, coolant flush and a viscous fan replacement. Hardly a table of woe for a 24-year-old car. Who says Land Rovers are unreliable?

Very recently the car has developed a tendency to stall when it is warming up. Hot, it is fine, but at tickover, the revs occasionally drop, and the engine dies. There's not much to stall a Rover V8, particularly an automatic, so I'm thinking the idle bypass valve is failing. Tellingly, you can't hear the telltale 'buzz' from the ram resetting as you shut off the ignition, which also backs up my thinking the valve has seen better times.



**ALISDAIR
CUSICK**
CONTRIBUTOR

RANGE ROVER CLASSIC

YEAR: 1995 MILEAGE: 95,000
MPG: 22 POWER: 180 bhp
TORQUE 232 lb-ft





Cover shot, inspired by Range Rover

Classic thinking, classic location

TO many people, clients included, I'm known for my map and location knowledge. I can usually turn up a spot to take a car, do a road trip, or a group test of cars. LRM's Knoydart feature was from me, as was Lundy; I've been in a Mini cab(riolet) from New York to California in a day (that's New York Lincolnshire; California, Falkirk), taken a fuel-efficient Porsche on an economy drive from Pipe to Slippers, via Cardigan (all places in the UK), along with all manner of beautiful mountain passes, dales and countryside. Recently though a number of things came together on a job, linking my photography, location but crucially, Range Rover knowledge.

I was outside Keswick in the last days of November on a job for the Camping and Caravanning Club. In the pub on the second evening into the trip, the editor, my friend Stuart Kidman, casually threw in we needed an on road shot of the motorhome we drove up in. I normally like a while to think about it, but quick as a flash, I said I knew quite the perfect place, just 15 minutes away.

For years, I've kept a mental list of locations used in old Range Rover brochures. Some aren't okay to just use – try and have a tailgate picnic at the summit of Fleetwith Pike or Bealach na Bà today and you'll be asked lots of angry questions very quickly – but many locations are fine. One of which is from the 1990MY US brochure, featuring a Roman Bronze County (Vogue), and two people chatting over a field gate. It is a shot and place I've been back to a number of times, once



Family holiday, August 2017

even with my own Classic. The original gate lasted until a couple of years ago, and there's been a huge stone blocking the track to the gate for years. I'd intended shooting the same scene with my car and family on the gate. Though everything hasn't slotted together to do it properly yet, the plan is always there.

For once though, this time the stars all aligned. The road is narrow, but fine for a smaller motorhome. We'd had rain the previous two days, but that morning was clear blue sky, with light mist drifting through. There are a number of bridges

down the valley, all of which – fortuitously bar the route I navigated via trusty OS map – had 3 tonne limits, excluding the motorhome (and some modern Solihull products, for it goes on gross maximum weight, not kerb weight). Out of season, the valley was deserted. A quick wipe of the motorhome and we put it into position, deciding on angle, background, etc. Satisfied on composition, allowing spaces for text, instantly, we both knew we had the shot. All thanks to being a Range Rover anorak.





On the key...

... And ready to hit the lanes

EX-MILITARY Land Rovers – or at least my ex-military 110 V8 soft-top – do not have a conventional ignition switch and steering lock assembly. Instead, mine had an electrical ignition switch with no steering lock, in the usual location. Before I rebuilt the 110 a couple of years ago, the ignition switch failed and I replaced it with a Massey Ferguson switch I had to hand – the one with the all-familiar Lucas key, that any classic tractor driver will be familiar with. This worked, but was not ideal; started by a common key that is easy to get hold of, no steering lock and a soft-top is not a secure mix. Luckily, in Co Donegal where the Land Rover is kept, there isn't much petty or vehicle crime.

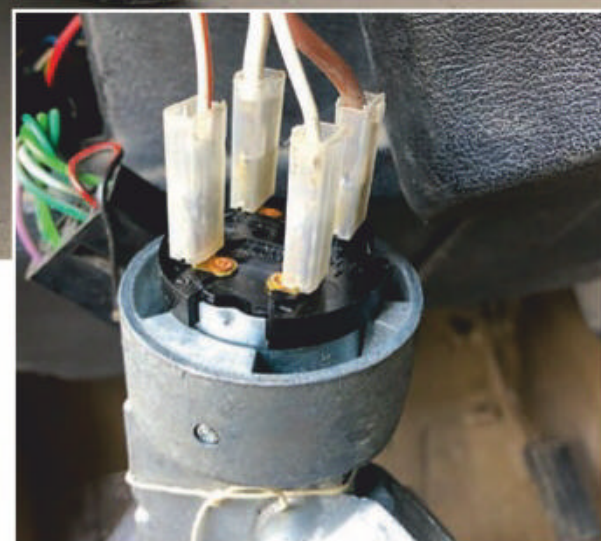
The trouble was, the replacement ignition switch wasn't very tight in its special mounting and had a tendency to turn with the key. I had a new conventional

switch assembly at the ready, but hadn't taken the time to fit it. Consequently, with the Lucas switch turning, the electrical connections finally let go and the Land Rover wouldn't start. So it was time to fit the new ignition switch and lock, if I wanted to enjoy my 110 soft-top of a weekend, on the lanes of Donegal. Oh yes, the indicators had packed up, too.

When I removed the plastic shroud from the steering column, I could see that the simple switch was mounted in a bolt-on bracket around the steering column. It was fiddly to remove, but once I got it off, I could see that underneath was a standard steering column – my 'civilian' ignition switch would fit perfectly. I soon had the new switch trial-fitted and the sound of the V8 engine turning over and starting up brought a smile to my face. Having planned to simply check it out for a proper fitting on my next visit I couldn't wait – I fitted the new assembly properly and put the steering column back together again.

Electrical gremlins can be a real pain and take up lots of time to trace and repair, but experience told me that problems with the indicators on a Land Rover is very often down to a faulty hazard warning switch. But my hazard lights worked fine – the indicators were dead. I fitted a new genuine hazard switch (which I had brought to Donegal in anticipation) and it was time for another grin – my indicators were back in business... Hoorah!

With an engine that starts and runs beautifully, indicators and lights



With new ignition switch fitted the V8 is purring

functioning as they should, petrol in the tank – it was the perfect excuse to take the 110 V8 out for a run. Except for the soft tyres. The Land Rover had been sitting unused for a few months, and so two of the tyres were low on air pressure. My portable air compressor soon had this minor problem solved and me and my 110 took to the road.

I had forgotten how wonderful the V8 sounds through its special stainless steel exhaust system – it's a joy to the ears of any petrolhead – and the engine itself runs ever-so sweetly, which is not unexpected, given it has only covered just over 50,000 kilometres from the day it left Solihull (albeit some of those miles were tough back in its off-roading days). The run out in the 110 was short, because it was getting late in the day and time to head back to reality, but really enjoyable – I was so tempted to take to one of the lanes.

But the good news is that the next time I head up to my bolt-hole in Co Donegal, the 110 V8 will be on the key and ready to hit the lanes – and my little solar panel is keeping the battery tip-top and ready.



TREVOR CUTHBERT
CONTRIBUTOR

LAND ROVER 110 V8 SOFT- TOP LEFT-HAND DRIVE

YEAR: 1990 **ENGINE:** 3528cc V8 petrol
MILEAGE: 50,328km **POWER:** 158bhp
TORQUE: 210lb ft **MPG:** 20 at best





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TRANSMISSION	Manual
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PRICE	£36,950



2010/10 LAND ROVER DEFENDER 110 XS

COLOUR	Zermatt Silver
MILEAGE	45,000
TRANSMISSION	Manual
BODYSTYLE	Station Wagon
PRICE	£24,950



2012/62 LAND ROVER DEFENDER 110 XS

COLOUR	Santorini Black
MILEAGE	60,000
TRANSMISSION	Manual
BODYSTYLE	Utility Wagon
PRICE	£24,950



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COLOUR	Orkney Grey
MILEAGE	26,600
TRANSMISSION	Manual
BODYSTYLE	Hard Top
PRICE	£24,500



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MILEAGE	84,000
TRANSMISSION	Manual
BODYSTYLE	Station Wagon
PRICE	£19,950



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BODYSTYLE	vogue
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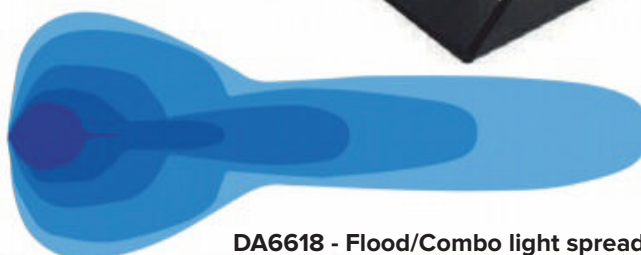
LED



DA6618



DA6633



DA6618 - Flood/Combo light spread



DA6633 - Spot light spread

Discovery 2 - Main Beam



Discovery 2 - XS Lynx Spot Lights



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Wheel arches shown here with 285 75/R16 tyres on a ZU rim with an 11mm + VE offset

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How to...

Projects, repairs, modifications and advice guide



p128 How to fit an ignition lock assembly



p136 Tyre gauges tested



p140 Soldering basics

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Capturing the moment

140 Learn to solder

Making a permanent and reliable connection

144 Series I engine rebuild

Camshaft and rocker gear

WORK SAFELY

- Wear thick protective gloves when working with sharp edges, grinding, cutting and using an angle grinder
- Hold the angle grinder with two hands to control torque twist and kick-back
- Wear eye protection when grinding, cutting, wire brushing, sanding, releasing springs and clips, when opening fluid lines and working on overhead parts
- Wear a particle filter when removing rust and cleaning brake parts

- Wear steel toe-capped work shoes that will protect against falling objects and ensure better grip on slippery floors
- When welding, wear specialist welding protective gloves, clothing and mask, and ensure appropriate fire-fighting equipment is available close by
- Never work on a cooling system, nor remove the filler cap, until the engine and coolant are fully cooled; and then always remove the filler cap slowly in case of residual pressure

Get off to a good start for 2020

I like the Christmas and New Year break. I like the socialising, the lights and the tinsel, and a few good winter drives in my motors. In fact, as I write this in mid-December, I'm thinking about my local classic car meeting on Boxing Day. My Ninety is standing by, complete with soft-toy Santa sitting on the dashboard and I'm very much looking forward to it.

That aside though, I also like the start of the year, when we can all get on with our lives again. So, let's wind forward a bit and think how good it will be to have everything ready to go: in the way of Land Rovers and our home workshops or garages. Let's start by making a to-do list. How about breaking in gently with a full tidy and re-organisation of everything in the workshop, other than vehicles? That means getting everything in its proper place so it can be accessed easily: tools, spare parts, fluids – and everything clearly marked and labelled. And it means taking a couple of brave pills to ensure anything that's unlikely to be needed is either sold or thrown away. The result should be spare shelf space and an uncluttered workbench and floor area, so it's easy to walk around the Land Rover and work on it.

When that's done, let's get organised with the vehicles. I like to make a list of all the outstanding jobs on each of my Land Rovers, then put the items in order, starting with those that affect reliability at the top, and then descending through checks of suspect parts and systems, servicing routines, accessories that are needed to make the vehicle even better, and finally modifications or additions that I'd like to make, but aren't really essential.

The result of this list is that nothing is forgotten, and the priorities can be seen at a glance. It takes the immediacy and any confusion out of multi-Land Rover upkeep, and ensures the jobs needed to keep the fleet mobile are tackled first. It's quite a relaxed way to start the year: applying ourselves to one job at a time, and all done in a workshop that's crisp, clean and organised – in other words enjoyable maintenance.

Have a great Christmas and New Year.

Ed Evans, Technical Editor

MONTHLY TECHNICAL



Replacing an ignition lock assembly

If your ignition lock/switch has become faulty, a replacement unit will be needed: Trevor Cuthbert shows how to fit a new one

THE ignition lock/switch assembly fitted to early Ninety and One Ten (and 127) models, through to the Defender range, are generally reliable and give many years of trouble-free operation. However, any mechanical device will begin to wear and deteriorate over many thousands of operations, and the Land Rover ignition set-up is no exception.

There are a number of reasons why an ignition lock/switch might need to be replaced with a new one. For example, the ignition key and lock barrel can become worn after many insertions and removals over the years. This may have the effect of difficulty and unreliability of turning the key in the barrel. The barrel mechanism can also become worn, making it difficult to unlock the steering or to effect a successful engine start sequence.

On one particular Defender that I have

owned, the ignition switch would start the engine successfully, only to switch off when I let go of the key, as it was no longer catching in the 'on' position properly. If I let the key back from the 'start' position slowly, most time the engine would stay running.

Whatever the reason your ignition lock/switch assembly has become unreliable, a new one is the only solution, although it is not a particularly difficult job and need not be expensive. There are a couple of specialist tools available that will help with the job, and these are inexpensive to purchase at your local tool specialist or online.

As with any repair job on your Land Rover, a non-rushed, organised and methodical approach to the work is best. Taking notes along the way or photographs on your phone will pay dividends and ensure that you complete the job successfully and get things



CONTRIBUTOR
TREVOR CUTHBERT

NEED TO KNOW

COST: £186.36 (two vehicles)

TIME: 3 hours

DIFFICULTY: 

MODELS: Defender 90, 110, 130

TOOLS: General workshop tools, trim removal tool, drill, drill bits, screw stud extractor set

PARTS & COSTS:

All supplied by BLRC Ltd
Shearbolt (4-off), Land Rover Genuine Parts (QRH100030), £1.84 each; Td5 90 lockset for complete vehicle, Land Rover Genuine Parts (LR077438), £109; 2.8i 90 lockset for complete vehicle, Britpart (LR077438), £70

CONTACT: BLRC Ltd
blrcvehiclespecialist.co.uk
Tel: 02897 511763

WORK SAFELY:

- Wear protective gloves
- Wear eye protection when cutting, filing and drilling
- Take precautions when pulling the steering wheel from the column to avoid it releasing suddenly and hitting you

back together correctly – this is particularly important when vehicle wiring is concerned.

For this feature, I'm working on two vehicles: a Td5 90, and an earlier Tdi-type 90 which has a 2.8i engine fitted, and I'll cover the later Td5 version first. Note that we're dealing here with the ignition switch/lock assembly which is two integrated components: the lock which causes most problems, and the electrical switch.

Accessing the ignition lock/switch assembly

THIS job can be approached by removing the bare minimum of external parts to access the ignition lock assembly. For example, it is not strictly necessary to remove the steering wheel and I recently replaced the ignition switch on my pre-Defender One Ten V8 when I didn't have a steering wheel puller to hand (the puller is essential to remove the wheel on the earlier 36-spline steering columns). Do please take care when removing a 48-spline steering wheel – all joking aside, you can give yourself an unpleasant injury if the steering wheel comes off the column suddenly, under force.

However, I prefer to remove the steering wheel when possible, and move the instrument panel to one side so that I can see exactly what I am doing. These actions do not add much time to the job, and allow for a good clear photograph of the wiring configuration of the ignition switch for reassembly purposes.



Land Rover logo

1 Late Defender models came with these chunkier branded keys. The corresponding replacement complete lock set can be fitted to earlier Defenders, Ninety and One Ten.



Broken locks fixed

2 The door lock barrels on this Defender had been changed, so one key serves the ignition, the front doors and rear Safari door – all from the one kit.



Off with the cover

3 On this particular type of steering wheel, the centre padded section simply pulls off the four mounting studs on the wheel, with a controlled tug on it.



Anti-clockwise

4 With the cover out of the way, the nut that secures the steering wheel to the steering column is loosened with a 22mm socket wrench.



No fat lip

5 Do not remove the nut completely while attempting to ease the steering wheel off the column, because it can suddenly come and smack you in the face.



Do not use a hammer

6 The earlier type steering wheel will not easily come off the steering column and needs a removal tool. This excellent puller costs around £10 online.



Lots of working space

7 This later 48-spline steering wheel came off easily and without incident, giving clear access to the steering wheel shroud and all that lies beneath.



More access

8 The instrument panel is fixed to the main dash by four self-tapper screws, and is easy to undo so that it can be set to one side.



Panel off

9 The Td5 models have no physical speedometer cable, so the instrument panel can be removed completely, after unplugging the electrical connections.



Two halves

10 The plastic shroud that surrounds the steering column is held together, and to the column, by a series of screws that are removed using a number 2 pozi-drive.



Inner workings

11 With the screws removed, the lower half of the shroud comes away to reveal the steering column and the lower clamp of the ignition lock/switch.





No bolt heads

12 For anti-theft reasons, the lower ignition lock clamp is factory-fitted using shear bolts, which cannot be removed using standard common workshop tools.

Removing the ignition lock-switch

UNLESS work has previously been carried out to your steering column or ignition switch – and standard bolts have been used to refit the clamp – you will almost certainly find that the bolts holding the ignition switch clamp cannot be removed with conventional tools. This is because the clamp is held with shear bolts for anti-theft security. The heads of these bolts shear off when fitting the clamp as soon as they are tightened, leaving a rounded head that no conventional tool can deal with. This is designed to slow down thieves who try to breach the steering lock.

In order to remove the shear bolts from the ignition switch clamp, a screw stud extractor tool is used to turn the bolts. The set shown here cost £12 at my local hardware store and offers a choice of sizes for different jobs. More elaborate sets, although still not particularly expensive, come with drill bits of the correct size for each screw stud extractor.

The trickiest part of using the screw stud extractor is getting a reasonably straight and central hole drilled in the bolt head for it. With that said, if the hole is off centre or not quite straight, the bolt will probably loosen okay, because they are never particularly tight.



Clever set

13 One of the screw stud extractors from this set will be just the job to remove the shear bolts from the ignition lock clamp.



Mark the centre

14 Although it is an awkward position to use a centre punch, it is worth trying to punch a small indent on the domed head of the shear-bolt.



Deep as you can

15 A sharp 4 mm drill bit is used to drill into the top of each of the shear bolt heads to a depth of around 5 mm.



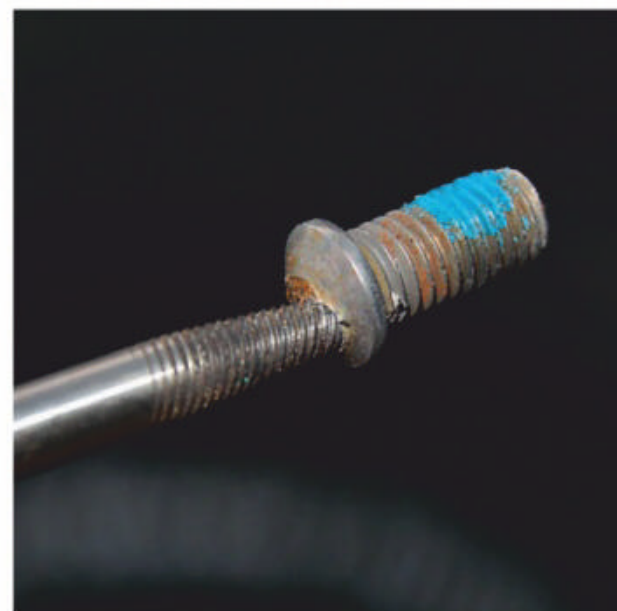
Reverse thread

16 The screw stud extractor has a reverse (left hand) thread, so as it is turned anti-clockwise, it screws into the bolt in the same direction as the bolt unscrews.



Unscrews fairly easily

17 The screw stud extractor bites into the shear bolt head and begins to turn the bolt. These bolts are never particularly tight due to the low shear point.



Glue not torque

18 Here, the shear bolt has been removed completely and remains attached to the screw stud extractor, showing that some thread lock had held it firm.



Reusable

19 When both shear bolts are out, the ignition switch clamp comes away from the steering. The same clamp will be refitted, as it remains in good condition.



A photograph always helps

20 Having carefully noted the ignition switch wiring positions, or photographed them on your phone, the old ignition switch and lock assembly can be removed.



Before you forget the order

21 The new Land Rover Genuine Parts ignition lock assembly is a straightforward swap for the old unit, and can be offered up to the electrical connections immediately.



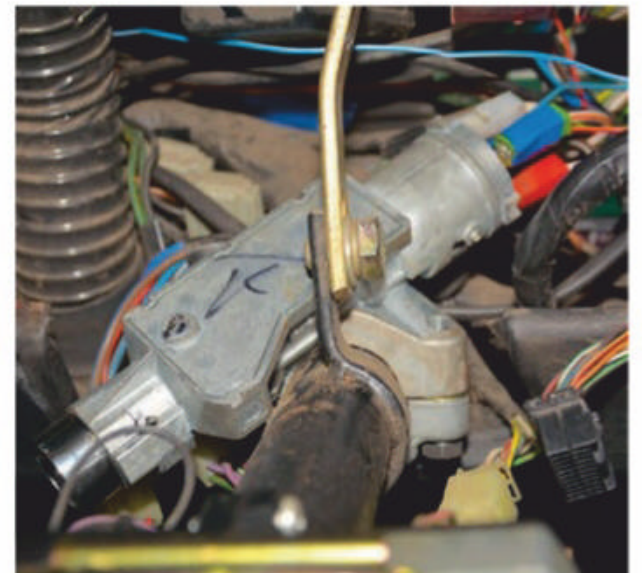
Two types

22 Clearly, new shear bolts are required to fit the new ignition switch lock assembly. The version on the left has a smaller head for easier access.



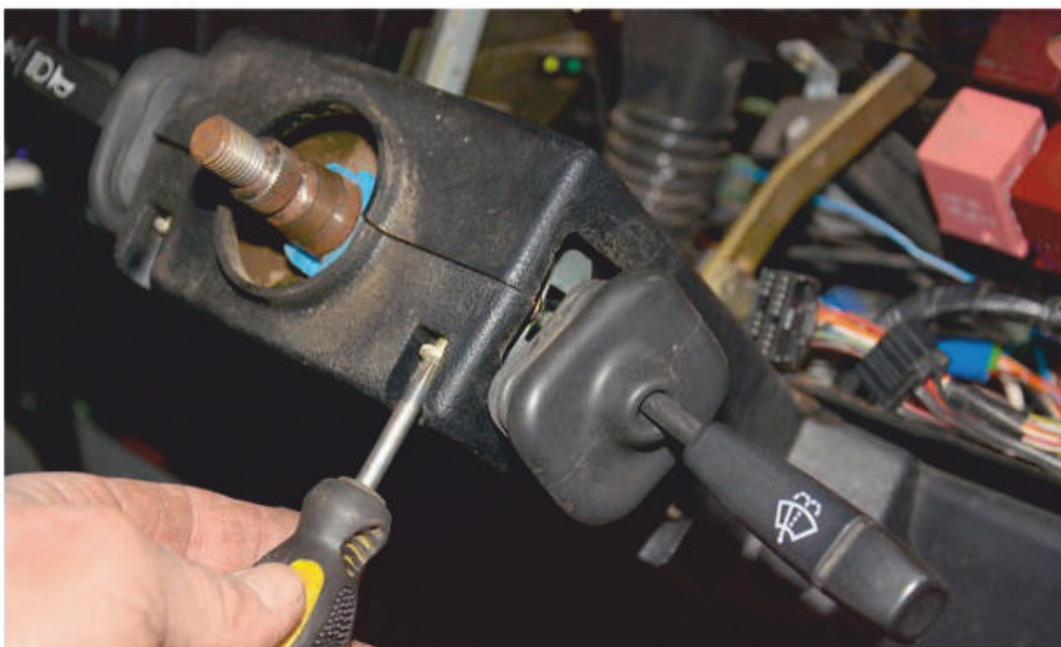
In position

23 With the new ignition lock switch assembly in place, the clamp is refitted and the two shear bolts tightened evenly in place on each side.



Double check

24 Confirm all is in order, then finally tighten the bolts until the hexagon heads shear off, after which, these bolts cannot be easily removed again.



Put it back together

25 The new ignition lock switch assembly is in place and working, so the shroud, instrument panel and steering wheel can be all refitted to complete the job.

Differences with earlier models

FROM Land Rover's earliest Ninety models up to the last of the Td5 Defenders, little has changed with the steering column and ignition switch assembly. Having looked at the Puma models, even under the very different dash, one can see that the steering column plastic shroud looks very much like the earlier types and the ignition switch assembly is probably similar, too.

The Land Rover shown here had only one key, and the ignition switch was faulty in that it had a habit of switching the engine off unexpectedly – a bump in the road could knock the key from the 'on' to the 'acc' position. I also found that the ignition switch itself was different from the replacement purchased for the job. However, the original switch was not at fault and therefore it was possible to get the job done by changing the ignition lock only (complete with new barrel and a pair of new keys), leaving the ignition switch unit still attached to the wiring harness.



One non-original key

26 The 1998 Defender 90 came with only one ignition key, and this being a copy, would not allow an accurate second key to be cut.



One key for all

27 A new ignition lock switch (complete vehicle set) was purchased, and it included new key barrels for the two front doors and the rear Safari door.



Jiggle it off

28 The slightly earlier steering wheel of different design is still the 48-spline type, and therefore should come off okay without the need of a puller.



Screwdriver might damage

29 The central badge is carefully levered off using a plastic trim tool to reveal the securing nut recessed in the steering wheel.



Just the same

30 The central nut is loosened using a 22 mm socket wrench just enough to wiggle the steering free of the splines on the steering column.



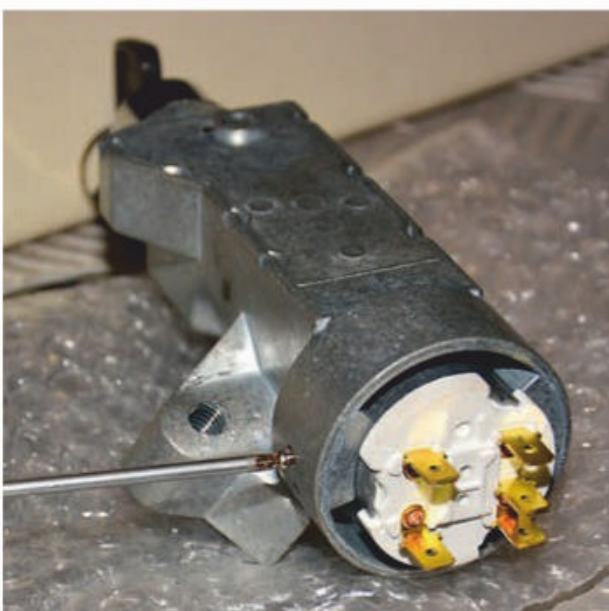
A different layout

31 The ignition switch electrical connections and configuration turned out to be different from expected, so it was decided to leave them connected in place.



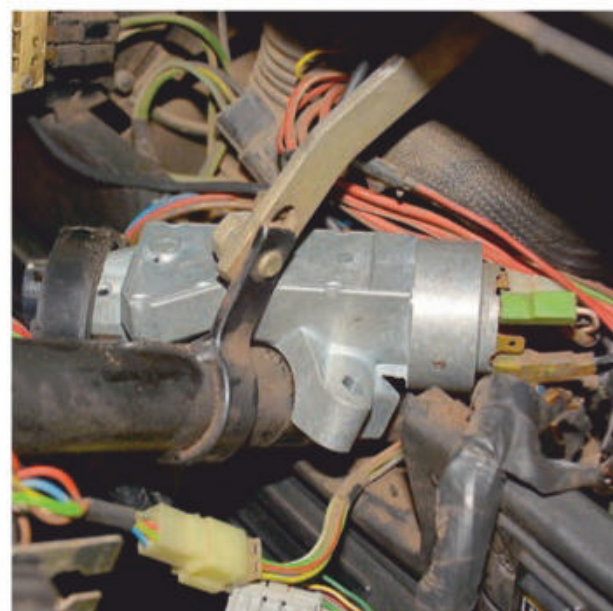
Separate the parts

32 The original ignition switch is held in the lock assembly by two tiny screws opposite each other, removed using a fine number 1 pozi-drive screwdriver.



Foolproof slots

33 The switch on the new lock is removed and the original switch will be fitted in its place when offered up. Slots ensure it will be correctly orientated.



The new with the original

34 The solution worked very well – the old ignition switch successfully married up to the new ignition lock, without disturbing the wiring at all.



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2. CRANK BEARINGS - £250
3. TIMING BELT KIT - £85
4. TURBOCHARGER - £690
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Tyre gauges

It's vital to care for your tyres, but which is the best way to do it? Dave Pollard reports

Looking after your tyres pays dividends because under-inflation may cause uneven wear and make them prematurely illegal. To be within the law, a tyre must have more than 1.6 mm of tread depth across the central 75 per cent of its width. The penalties for having an illegal tyre on your vehicle are a fine of up to £2500 and three penalty points for each one. It could also cost you more than that because under-inflated tyres use more fuel and adversely affect your car's braking and cornering. Using a combined pressure and tread depth gauge – or a kit containing both – is the simplest way to keep track of tyres. To find the best way to look after yours, we tried eight solutions suitable for road tyres.



PCL TSP 1T15

PRICE: £16.95 **RATING:** ★★★★★
CONTACT: pclairtechnology.com

PCL's twosome is seriously old-school; both products are analogue, but impressively accurate nonetheless. The pressure gauge came with a plastic valve-removal cap and was spot on at 20 psi and 30 psi. Its angled head made it suitable for most tyres and, although you had to squint a bit to check the reading, that was made a bit easier because the scale read only in millimetres. The separate VOSA-approved tread depth gauge was equally accurate, while the foam-packed metal case was useful, and the instructions included details on the tread limit and 75 per cent rule, but no advice about cold tyres.



SAKURA

Tyre Service Kit SS5144

PRICE: £7.45 **RATING:** ★★★★★
CONTACT: saxon-brands.com

THE Sakura kit impressed us with its digital/analogue combination. The digital pressure gauge was 0.5 psi adrift at 20 psi and perfect at 30 psi. Although there was no light or backlight, it was a good fit on the valve and stayed live for a useful 30 seconds. The separate analogue DTG was just 0.5 mm off on tread depth, and the hexagonal scale was marked in metric and imperial units. Its instructions could have been better, given that they mentioned only legal tread depth, but the kit is still practical and easy to use, and comes at a great price.



SEALEY Digital Tyre Pressure & Depth Tread Gauge TSTPG11

PRICE: £16.53 **RATING:** ★★★★★
CONTACT: sealey.co.uk

SEALEY combined a four-scale digital pressure gauge with an analogue DTG, which extended from the handle of the unit. We liked its switchable LED light, the 30 second auto-off function and the easy and tight valve fit, although it would struggle on some wheels with deep-set sockets. The pressure gauge was just 0.5 psi high at 20 psi, but spot on at 30 psi. And while the DTG was a bit stiff at first, it was accurate. However, the instructions were sparse.



RACEX RX2931 Tyre Pressure and Tread Depth Gauge

PRICE: £17.35 **RATING:** ★★★★★
CONTACT: mountneyltd.com

WE liked the Racex design and the fact it is protected by a thick rubber cover. It featured a valve-release button and the short nozzle was angled to suit most wheels, with the gauge showing just 0.5 psi error in the two tests. The DTG was a metal rod that you manually pushed into the tread, and it was accurate. Sadly, the instructions were limited and included none of our favoured facts. And although the dial was nice and clear, the needle was wide and the psi scale was in increments of two, which sometimes made it a bit fiddly to read.



DRAPER Tyre Service Kit 51550

PRICE: £12.18 **RATING:** ★★★★★
CONTACT: drapertools.com

LIKE the PCL, this was a step back in time, including an analogue, pencil-style gauge with a plastic valve-remover cap and DTG, as well as a valve repair/thread-clearance tool. The gauge read only in psi and felt a touch low rent, with markings that weren't terribly clear. Even so, it got both 20 psi and 30 psi pressures perfectly. Draper's DTG also didn't feel that well made and read 0.5 mm under. The instructions included the legalities, but not the advice on cool tyres.



RING RTG6

PRICE: £14.37 **RATING:** ★★★★★
CONTACT: 0113 213 2000, ringautomotive.com

THIS is stylish and boasts an angled chuck that spins through 360 degrees. Its large screen was easy to read, being backlit in blue and with a switchable nose light. It was the only one to feature all our instruction points, but it was 1 psi and 0.5 psi adrift in our tests. The plastic DTG pushed out from the base, but we couldn't get on with the scales. It was tricky to check the reading, although it was close, at 3.5 mm, rather than 4 mm.



LASER Tyre Pressure and Depth Gauge 4886

PRICE: £17.05 **RATING:** ★★★★★
CONTACT: 01926 815000, lasertools.co.uk

THE pistol-styled Laser featured a digital pressure gauge which was 1 psi over at 20 psi, but correct at 30 psi. Its valve fit was good, but not angled enough for some wheels. We liked the clear, backlit display, while the instructions covered the legalities, but not the need for cold tyres. The handle had a slide-out plastic DTG with a detent at 5 mm, so checking 4 mm of tread was difficult. Irritant at this price.



MICHELIN Digital Tyre Tread Depth and Pressure Gauge 12291B

PRICE: £15.90 **RATING:** ★★★★★
CONTACT: 01488 662770, caeurope.co.uk

WE liked the Michelin's large display, but a backlight would have made it clearer to read, and there was no nose light. It fitted well on the valve, but could struggle on some deep-dished wheels. In the pressure test it was 1 psi and 0.5 psi off, but the tread depth gauge wouldn't read more than 3.4 mm. The auto-off feature cut in after just ten seconds, which was annoying, and the instructions made no mention of the 75 per cent rule.

HOW WE TESTED

WE checked the tread-depth tools against an MoT-approved gauge on a part-worn tyre (4 mm), and tested the pressure element against a calibrated gauge at 20 and 30 psi on a standard diameter tyre. We also marked the scales, and wanted to see a case, as well as easy access to the tyre valves. Finally, we went through the instructions, looking for detailed information, including the legalities of tread depth and width, plus advice on checking tyres when cool.

VERDICT

ANALOGUE rules, and the **PCL** kit takes the win. **Sakura** comes in second, with a digital gauge that performs well and all within a great price, while the new **Sealey** digital unit finished up taking third spot.



Action Cams

Capture footage of favourite drives with a tiny HD cam: Martin Saarinen reports

If you are a fan of off-road thrills or simply driving great roads, chances are you will eventually want an action camera to record your Land Rover adventures.

These tiny devices can be mounted in or around the cabin, on a helmet and even outside the car to provide detailed footage of your driving from just about any angle you want. With waterproof casings and image-stabilisation software, they're also ideal for other outdoor pursuits. The latest not only record in crisp 4K, but also offer 360-degree footage, giving users a full view of the action around the car.

To find out which is the best, we put eight cameras, both standard and 360-degree, to the test.



GOPRO Hero 7 Black

PRICE: £337 **RATING:** ★★★★★
CONTACT: amazon.co.uk

THERE is a reason GoPro has become a household name in the field of action cameras. The Hero 7 Black is the US brand's latest flagship model, recording in crisp 4K quality at an impressive 60 frames per second (fps) – a feat no rival here could match. While others, such as the Insta360 One X, offered higher-quality video, the GoPro's footage was the best, thanks to its Hyper Smooth Video tech which stabilises the footage, ironing out camera shake and vibrations. The screen is easy to use and the menus simple to access. The voice control works, too, although not when wearing a full-face helmet. As with rivals, battery life is quick to deplete when recording at maximum quality.



DRIFT Ghost 4K

PRICE: £299.99 **RATING:** ★★★★★
CONTACT: driftinnovation.com

THE Drift Ghost 4K is the sleekest camera we tested. It feels like a high-quality unit, with a thick, water-repellent plastic shell. And while it records in 4K clarity at 25 frames per second, users can change this in the settings, taking it down to 2.7K and 60 fps, for example. For slow-motion recording there is also the possibility of capturing footage at 720 p at 240 fps. We found recordings crisp and clear, with the Sony CMOS sensor responding well to changing light conditions. The camera also comes with WiFi, allowing users to download and edit footage with their phone and change settings via the Drift Live app. Included as well as a remote controlled wristband that enabled us to start recording from a distance.



INSTA360 One X

PRICE: £409.99 **RATING:** ★★★★★
CONTACT: halfords.com

OUR pick of the 360-degree cameras. The Insta360 One X uses two 180-degree lenses and the footage gets stitched together on a laptop. It feels like a higher quality device than its 360-degree rivals, and is small and easy to use. The camera offers the best recording quality on test (5.7K at 30 fps), and this showed in the recorded video; it's incredibly clear and crisp. This was boosted by Insta's Flow State image-stabilisation tech, although it couldn't match our test winner here. The other downsides are that mounts are sold separately and cost extra, while the starting price isn't cheap, either.



GOPRO Session

PRICE: £199.99 **RATING:** ★★★★★
CONTACT: argos.co.uk

BUDGET GoPro is an ideal solution for those wanting great-quality footage without paying over the odds. Its 1440 p video is beaten by rivals such as the Drift Ghost 4K and Insta360 One X, but we were still impressed at how crisp and clear recordings are on the Session. The camera is particularly good at adjusting to light changes. There is no screen, so all settings are controlled via the GoPro app, but we found this simple to use. As with most rivals, mounting this device to a car involves a 3M tape sticky mount, although it was more affected by vibrations than the Hero 7 Black.



GARMIN Virb Ultra 30

PRICE: £389.99 **RATING:** ★★★★★
CONTACT: garmin.com

GARMIN'S Virb Ultra 30 is another 4K device. It comes with a high-quality 1.75-inch touchscreen to change settings and review footage. Also included is a waterproof case and a sturdy mount, making the Virb ideal for those looking to set up their camera on the outside of the vehicle. The 4K footage at 30fps was clear, capturing lots of detail, but couldn't match our test winner because the camera was more affected by road vibrations. It couldn't match the GoPro's ability to adjust for exposure, either. High price counts against the Garmin as well.



ROLLEI 430 Action Cam

PRICE: £179.99 **RATING:** ★★★★★
CONTACT: amazon.co.uk

GERMAN camera specialist Rollei's 430 Action Cam records 4K footage at 30fps. As with rivals, it allowed us to reduce the recording quality to increase the frame count, with 2K footage at 60 fps an ideal speed. However, the camera lost out to GoPro and Drift rivals on recording quality; despite similar specs, images were shakier and less detailed. We liked the waterproof casing this comes in, although Garmin's was better because it allowed us to access the camera's functions more easily. The integrated WiFi meant we could download footage via the Rollei app, and the cam comes with two separate mounts.



NIKON KeyMission 360

PRICE: £319.99
RATING: ★★★★★
CONTACT: outdoorchimp.uk

AS the name suggests, this is another 360-degree action camera. Nikon is a household name for photographers, and the KeyMission 360 carries over the high-quality feel found in the brand's stills camera range. However, it's bulky and heavy compared with rivals, and we found the mount wasn't as good either. While image quality impressed, with the camera recording at 4K and 24fps, it couldn't match the clarity of the Insta360 One X. Although the Nikon is cheaper than the Insta360, we'd pay the extra for a sleeker camera with better footage.



SILVERLABEL Focus Action Cam 360

PRICE: £159.99
RATING: ★★★★★
CONTACT: amazon.co.uk

SILVERLABEL'S 360-degree camera comes with the most mounts – a useful three, instead of the one or two supplied with most rivals. As with other 360-degree set-ups, this allows users to swap between regular and 360-degree settings. The Focus Action Cam 360 records in 1080 p quality, and we could see the difference when reviewing the footage on our computer. Details were harder to pick out, while bumps and road distortions affected the camera the most in our test. As a budget 360-degree cam this makes sense, but the pricier options offer better-quality footage.

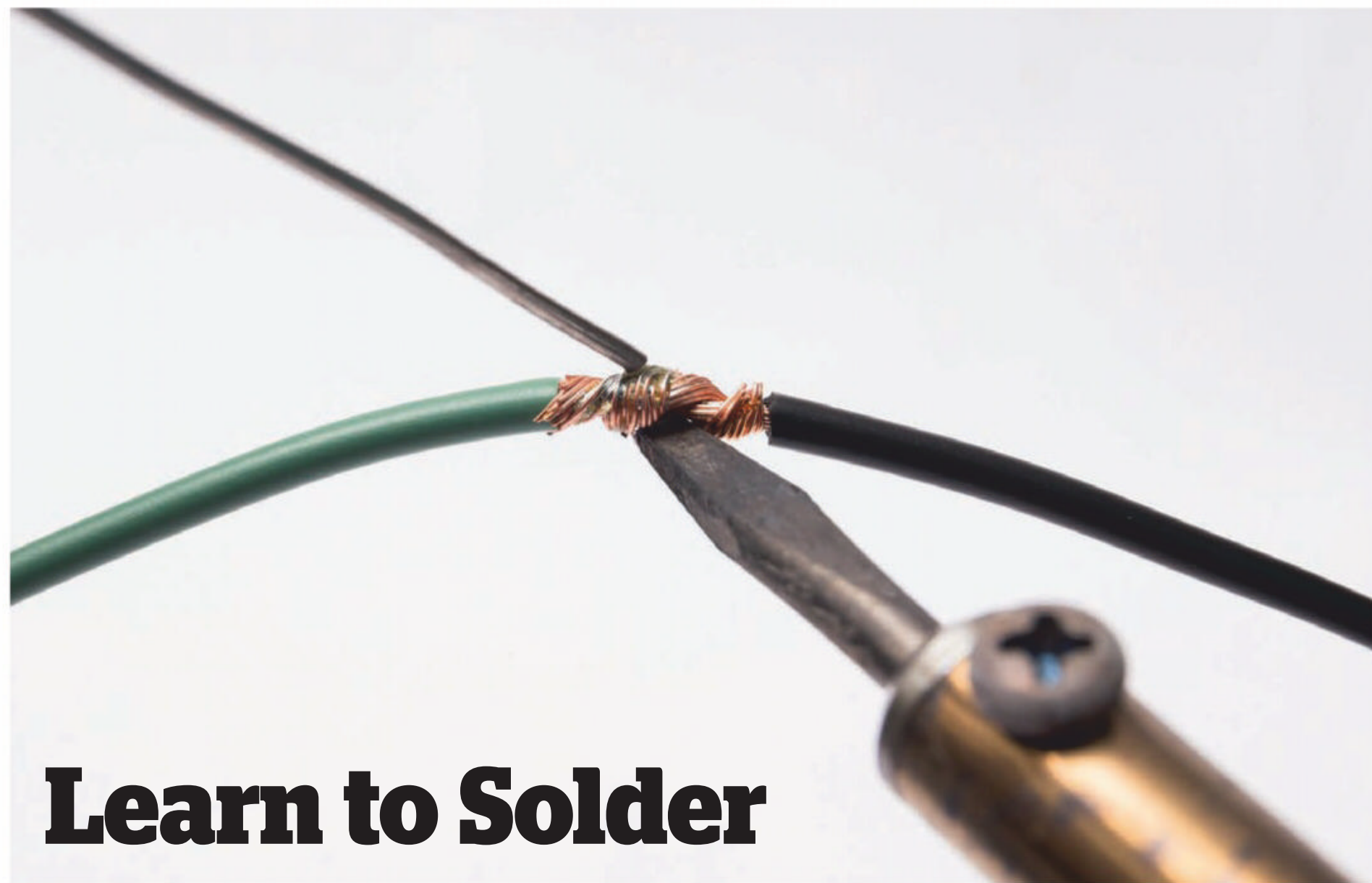
HOW WE TESTED

CLARITY of footage was the biggest factor in our test. We wanted cameras that captured clear, crisp images in various driving conditions. Ease of use was another priority, while price from online sources was also a consideration.

VERDICT

WITH the **Hero 7 Black**, GoPro proves again why it's the go-to device for so many people. It records excellent footage thanks to high-quality camera tech and image-stabilisation software. In second place is the sleek and stylish **Drift Ghost 4K**, while the **Insta360 One X** is our pick of the 360-degree cameras.





Learn to Solder

Whichever Land Rover you own, there'll come a time when you need to join two wires in a permanent fashion: Alisdair Cusick shows how to make a permanent and reliable connection

SOLDERING is a process of joining two metal items together, securely. Similar to welding, heat is applied to the metal parts to be joined, and a filler material is melted into the joint to fuse both parts together securely to achieve electrical conductivity. Welding uses intense heat to melt both filler material and some of the material being

joined, whereas soldering relies on heat to only melt the filler material.

We've all got a soldering iron somewhere, but soldering can be one of those jobs we rarely do. When we do have a need to call on it, we can often become a little frustrated with less than perfect results. That needn't be the case. Spend an hour spent practising, understanding the basics, appreciating the key points to get right, and good solder joints will happen every time.

Solder joints are most commonly used when joining lengths of wires together, but the process also appears on connectors, motors and circuit boards where solder joints link component parts to conductive tracks. In all these cases, there is the possibility of existing solder joints breaking – so called 'Dry Joints'. Where the solder breaks, so does electrical conductivity, and the circuit is interrupted. With a little soldering practice, repairing such issues are relatively straightforward.

As always in LRM Technical, we reckon any time spent on improving workshop skills is never wasted. Here's the lowdown from LRM to help you add soldering skills to your arsenal of vehicle maintenance tricks.



CONTRIBUTOR
ALISDAIR CUSICK

NEED TO KNOW

TIME: 20 minutes

DIFFICULTY: 🐣🐣🐣🐣🐣

MODELS: All models

TOOLS: Soldering iron, wire cutters, wire strippers, solder, heat shrink insulation, soldering flux or resin-core solder



The iron

Soldering irons come in various forms. Basic iron (right), button controlled quick-heat (left), but also gas, or professional models, with variable temperatures.



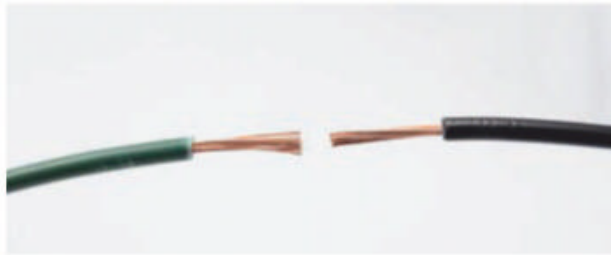
Filler material

Solder comes in various forms and thicknesses. There are three types: leaded, lead-free and flux-cored. The three shown here are all of the lead-free type.

Try a basic joint

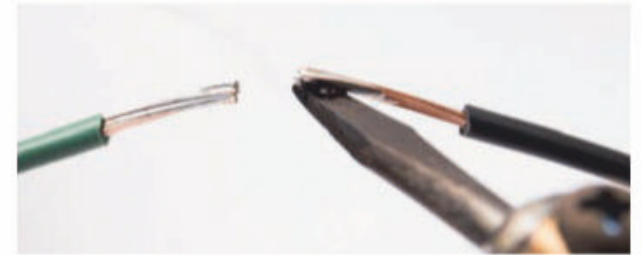
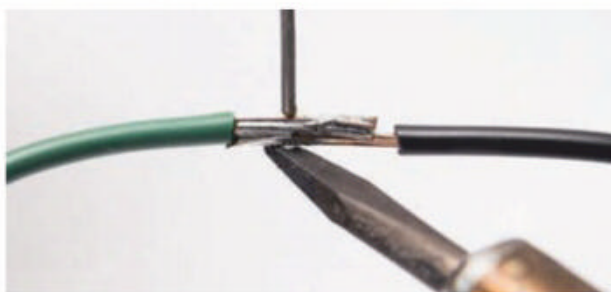
Prepare the job

1 Using wire strippers, strip away the insulation. Allow plenty of bared wire to work with. Braided wiring will need the cotton braiding cutting off before stripping.



Joining length

2 This is what you want. Two perfectly clean wire ends, with a decent length of bared wire to work with. If you accidentally cut any wire strands, cut and start again.



Tin the ends

3 Tin the iron's tip by melting enough solder just to coat it, then apply to the work area with the tip underneath. The solder eventually soaks between the wire strands.



Fix them in place

4 Lay the tinned ends together. Place the hot tip under the joint. When heated sufficiently, the solder melts. You may need to feed extra solder from above.

Final job

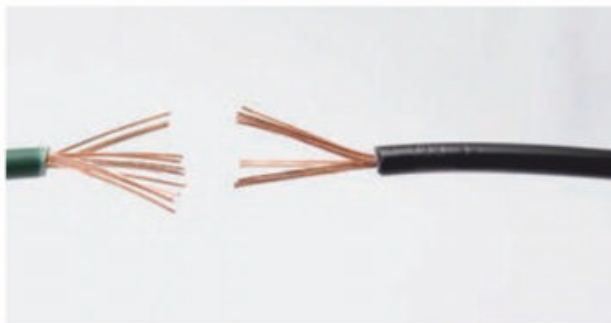
5 The basic joint completed. This gets the job done, but this joint can be difficult to do on a vehicle, not least because the wires ends are loose before soldering.

Making a better joint



Properly this time

6 This time we'll do it properly. First job is to thread on some suitable heat shrink insulation tube onto the wire end. If you forget this, you'll have to cut and start again.



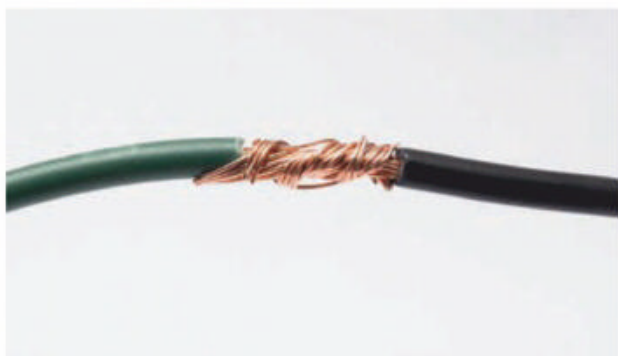
Fan Dance

7 With the wires stripped as before, fan each end out. But don't break or cut any strands – fewer strands alters the resistance, which can lead to electrical issues.



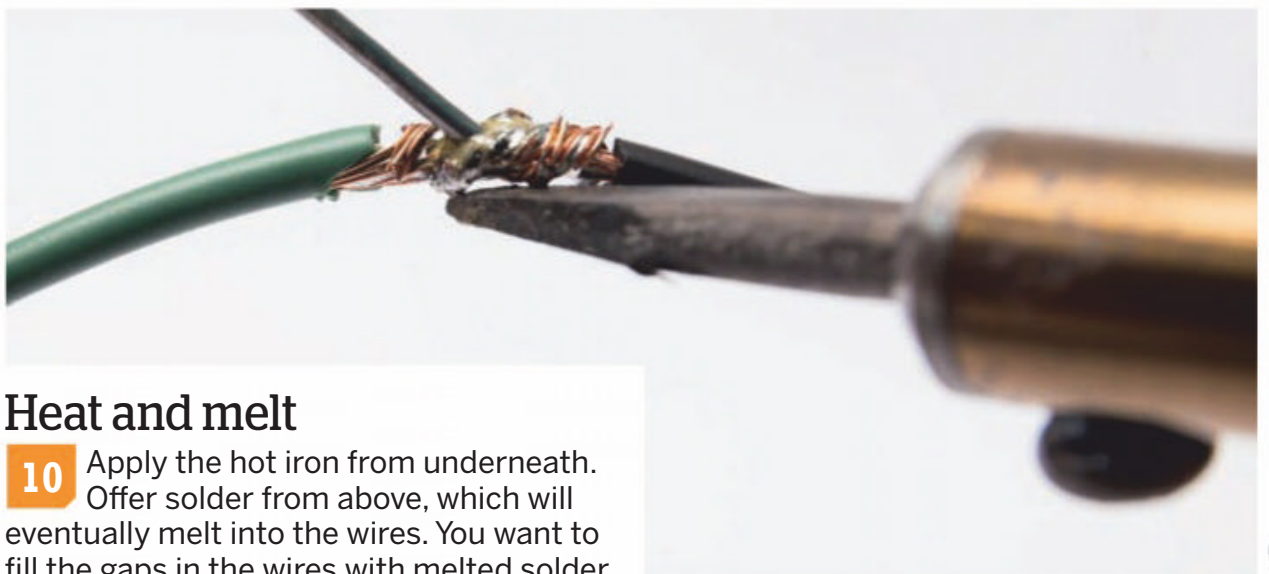
Twist the joint

8 Push both ends together and carefully wrap one end around the other. Make it tight – loose ends could penetrate the heat shrink tube, potentially causing a short.



Jointed

9 Two wires are now connected. The benefit of this, over the basic joint, is that the ends are now physically held together in the position for soldering.



Heat and melt

10 Apply the hot iron from underneath. Offer solder from above, which will eventually melt into the wires. You want to fill the gaps in the wires with melted solder.

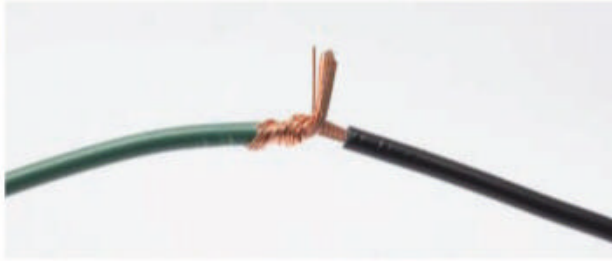
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The best joint



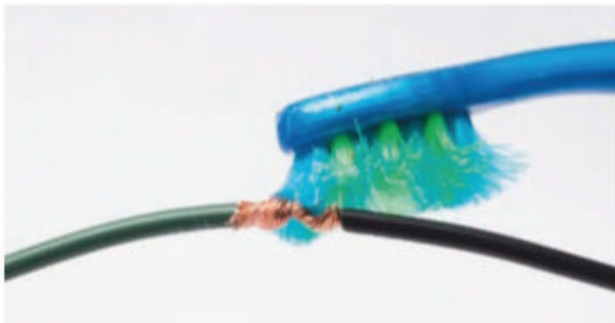
Union job

11 There's an even better joint, the Western Union. Start as before with the wires, but this time twist a 90 degree bend in each end. Pliers make it crisp.



Do the twist

12 Take each end and wrap it tightly back around the other wire. Again, keep it tight, and avoid loose strands pointing out. Pliers can help to tighten the joint.



Flux

13 We're using resin-based flux on this joint. Flux helps prevent oxidation, and helps solder fully 'wet' (adhere) onto the metal. I use a brush to dab the flux on.



Done

14 Apply heat via the iron underneath the joint, and melt the solder into the wires as before. Slide the heat shrink over the joint (you did remember before joining the wires?)



Waterproof it

15 Apply heat to it via a cigarette lighter or heat gun. A hot soldering iron can also activate it, though it takes longer. The tube shrinks tightly around the wires' insulation.

Components, Connectors and PCBs

OUTSIDE of wire joints, soldering can also apply to motors, bullet connectors and printed circuit boards (PCB). In all these cases, solder joints can break down through age, temperature and vibration. Repairs are fairly straightforward, but there are some key issues to watch for.

Generally, you want a high iron heat, applied for the least amount of time possible, to prevent melting other joints on the board or component. A nice small iron tip is useful here too. I find the soldering irons of the button controlled instant heat type

always have tips way to large for this particular work. For the ideal tip, and straightforward ease, I tend to gravitate to a basic pointed or flat tip iron instead.

With PCB work or dry joint problems, tin the board and the wire beforehand. Offer them together, then apply heat. Eventually, the tinned areas pool together. If the joint needs more solder, like this dry joint on a Range Rover window ECU, feed it into the edge of the solder pool until a good joint is made.

How it goes wrong and putting it right



No working length

A common problem is not stripping enough wire. This leaves you with very little to work with, making joining or soldering the joint difficult, and melting insulation.



Cold wires

Compounding this, here the iron is in the wrong place, attempting to drip solder off the iron onto the already bad joint. Keep the iron underneath (heat rises).



Surface only

The result of the above two faults is poor solder penetration. The filler material simply sits on the edge of the joint, and large gaps of bare wire remain.



Fix it

This can be cured by applying heat from underneath, melting the solder so it runs down into the joint. Expect to have to feed in more solder to fill it properly.



The opposite

This is too much solder, and a lump hanging off. Melt some off from underneath. You want it filled, not bulbous. And those exposed strand ends need sorting.

Remember the basics

- Have enough wire to work with
- Where possible, use a Western Union joint
- Have a hot iron ready, to minimise work time on the part
 - Always use flux, or resin-core solder
 - Heat from underneath
 - Use heat shrink insulation

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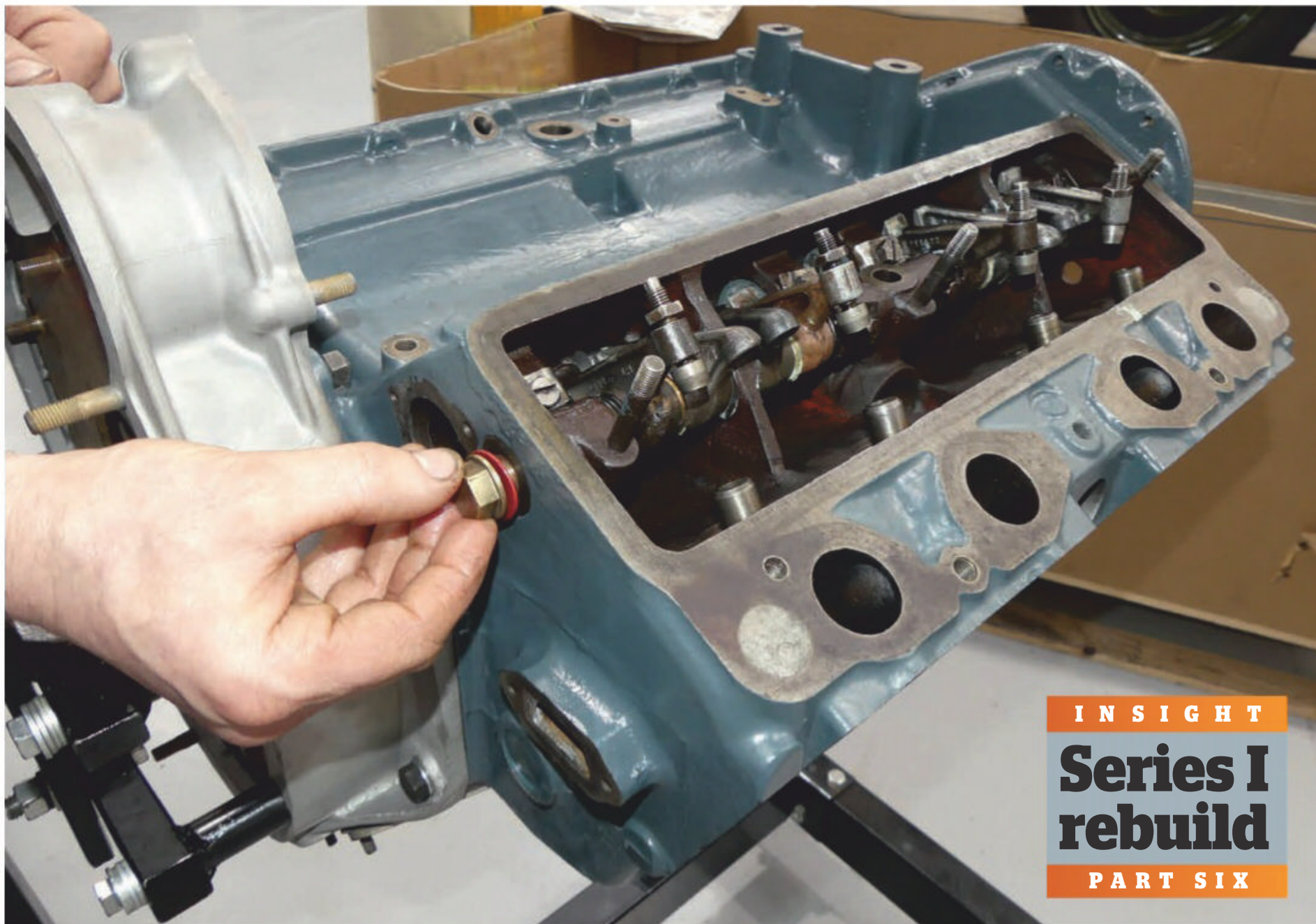
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INSIGHT

Series I rebuild

PART SIX



TECH EDITOR
ED EVANS

NEED TO KNOW

TIME: 4 hours

DIFFICULTY: 🐣🐣🐣🐣🐣

TOOLS: General workshop tools, torque wrench, engine stand, fridge, Whitworth spanners

PARTS AND COSTS: Camshaft DA511036 circa £370, other parts as sourced

THANKS TO: Steve Grant, Paul Myers and Britpart

WORK SAFELY: Wear safety boots when working with heavy engine parts; avoid straining when lifting and ensure you can maintain balance; enlist helpers as required before lifting; ensure the engine is always stable and securely supported; wear protective gloves

Engine build - camshaft and rocker gear

Any engine build demands care and cleanliness, but this Series I needs clinical expertise and a portable fridge

LAST month in the workshop we spent quite a lot of time carefully assembling the pistons and crankshaft into the Series I's 2.0-litre engine block. This month, equal diligence goes into fitting the camshaft and the twin rocker shafts and assembling the lower rocker system. As with the crank and piston components last time, assembly of this next section is totally different from the more familiar, later Land Rover engines.

We're also looking ahead and preparing the next stage of the engine build – assembling the camshaft timing gear comprising the sprockets, chain and tensioner on the front of the engine. At that time, the camshaft will be timed with the crankshaft position, and to do that, the engine flywheel needs to be fitted, so that's the first job to be tackled in this session.



Story so far

This rare 1949 Series I owned by Britpart's Paul Myers was bought as a stalled project with the chassis restored and an assortment of new, old and partly refurbished body panels loosely fitted for delivery. The body is now restored and built up onto the chassis, with the wiring loom and fuel and brake pipes fitted. The rebuilt transmission is installed, too, and we're currently rebuilding the dismantled engine.

Catching up



Catching up

1 Last month, the crankshaft bearing caps were bolted down. The oil flinger is behind this flange, and now needs its retainer cap fitting.



Capped and housed

2 Here is the oil retainer cap assembly in the centre of the newly fitted aluminium flywheel housing, bolted around the crankshaft and to the engine block.



Pointed

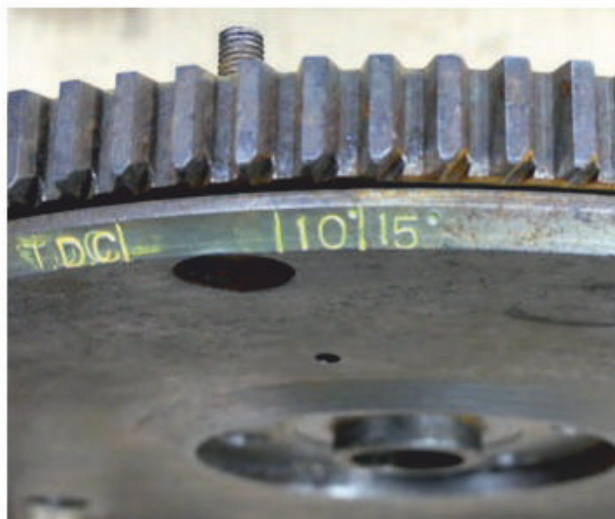
3 The timing pointer is screwed into the flywheel housing and, after assembly, will be visible through the adjacent cut-out for setting the valve and ignition timing.

Preparing and fitting the flywheel



One-piece

4 The original flywheel and starter gear ring are a one-piece item. It's badly grooved on the working face, and some of the clutch securing bolts are sheared.



Two-piece

5 Replacement secondhand flywheel has separate ring gear. Before fitting, identify timing marks in yellow paint for better sighting through flywheel housing window.



Seated

6 After cleaning and oiling the crank face, the flywheel is seated, engaging the crank flange dowel. Bolts and lock tabs are fitted and torqued, and the tabs bent.

Installing the camshaft

THE camshaft bearings are manufactured in two halves which are accurately engaged together by dowels. On most engines, the camshaft's bearing journals are of a larger diameter than the cam profiles, so the bearings can be installed in the crankcase and the camshaft simply slid through them into the block. On this Series I engine, the cam profiles are larger than the bearing journals, so the camshaft has to be gradually slid in while simultaneously assembling the bearings onto the shaft as it moves inward.

It's a tight and tricky process and, to ensure the bearing halves fit tightly together, any preservation oil needs to be blown out of each dowel hole in the bearing halves.



Safe access

7 Now that the flywheel housing is on, the engine can be bolted to the engine stand, allowing it to be rotated for access and held secure and stable.



Organised

8 Once again, all the parts for this section of the engine build are laid out for easy picking and to confirm that absolutely every part is here.

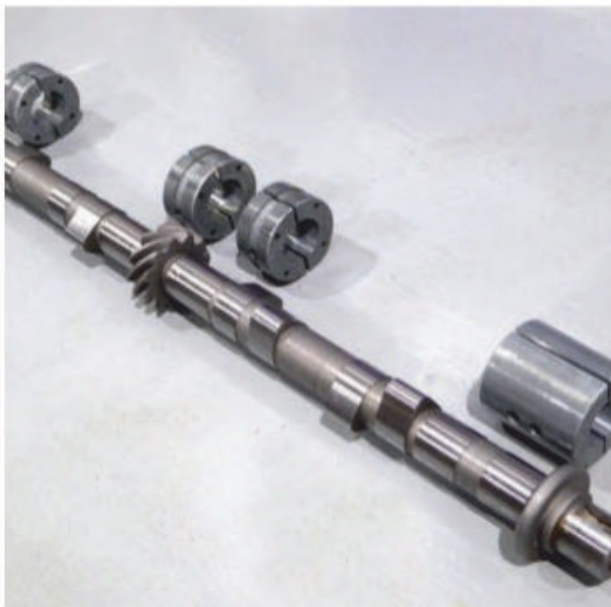


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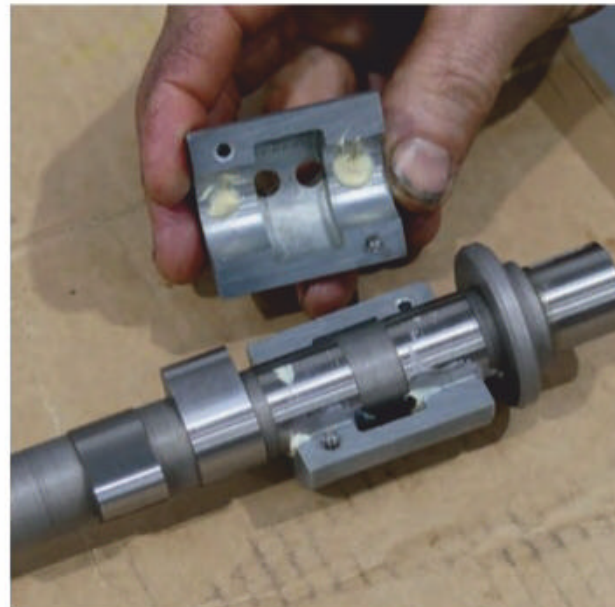
Genuine stock

9 A set of original camshaft bearings has been located. They're still in their original packaging, marked Rover Co. Ltd, 1956. This is a centre bearing.



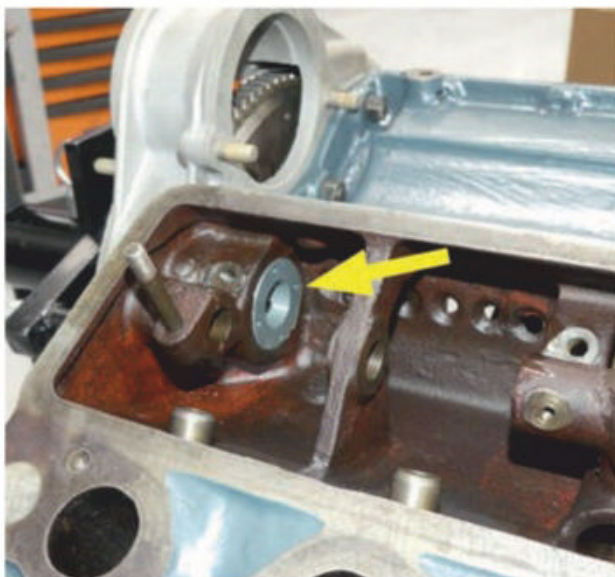
Full set

10 The front end bearing (the driven end) is a double, wider than the two centre and rear bearings. The new camshaft is a Britpart component 511036 (petrol).



Split bearings

11 Bearing halves are doweled to ensure a perfect fit and tolerance around the camshaft journals. They'll be fitted while sliding the camshaft into the block.



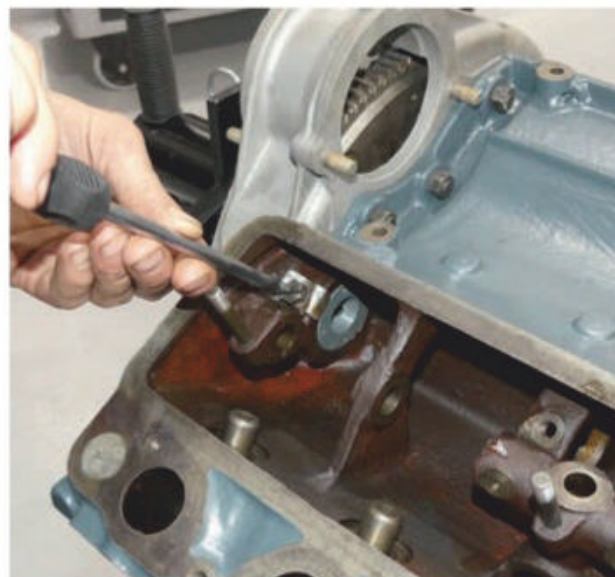
Test fit 1

12 The two halves of the rear bearing (arrowed) fit nicely into the engine block. This is the only bearing that can stay in position before entering the camshaft.



Test fit 2

13 The front, and the two centre bearings won't fit into the block, despite thorough cleaning of the block bores. The answer is to put them in the fridge.



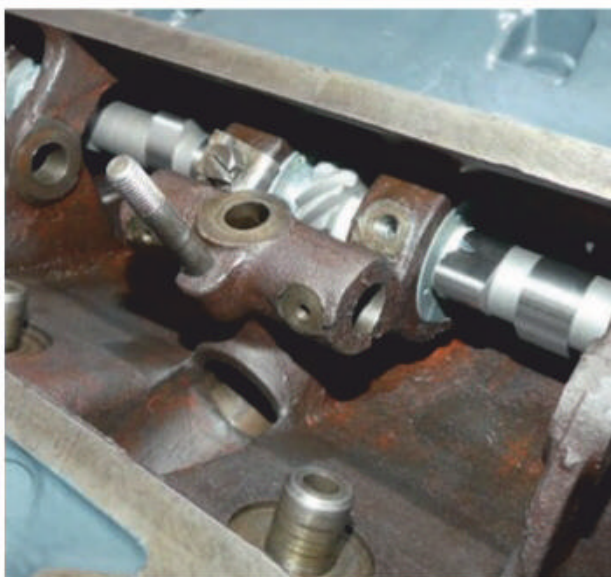
One secured

14 While the other three bearings are shrinking their outer diameter in the fridge, this rear bearing is secured in position by fitting its retaining pin and lock tab.



Tricky job

15 The camshaft is fed into the engine block, while at the same time assembling the chilled bearing halves over it, each in turn as the shaft moves through.



Reasoned

16 The method is necessary because the cams and distributor drive gear are larger than the bearing journals, so the camshaft can't slide through the bearings, in the normal way.



Pinned

17 With the camshaft in, lubricated with assembly grease, and each of the bearings in their housings, the bearing retaining pins are screwed in loosely with their locktabs attached.



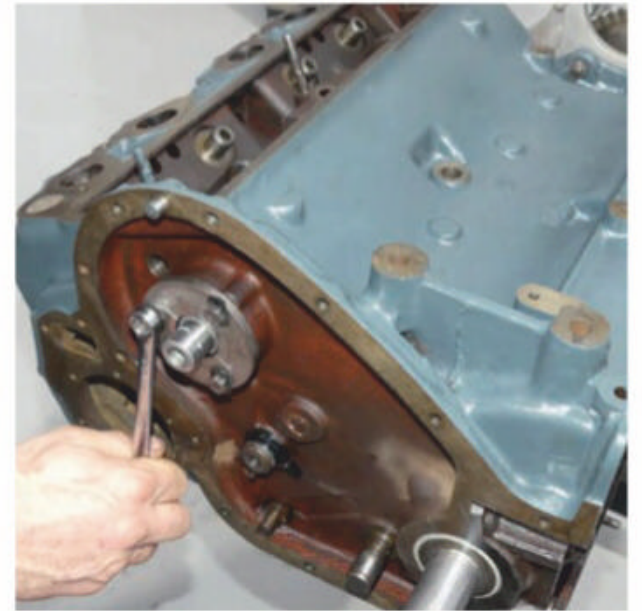
Locked and lubed

18 After checking the camshaft turns freely, the retaining pins are tightened and lock tabs bent over. Assembly grease applied to each cam, ready to take rockers.



Axial retention

19 Thrust plate is fitted over the end of the camshaft to arrest axial movement, securing the shaft in position. Assembly grease is applied against the front bearing.



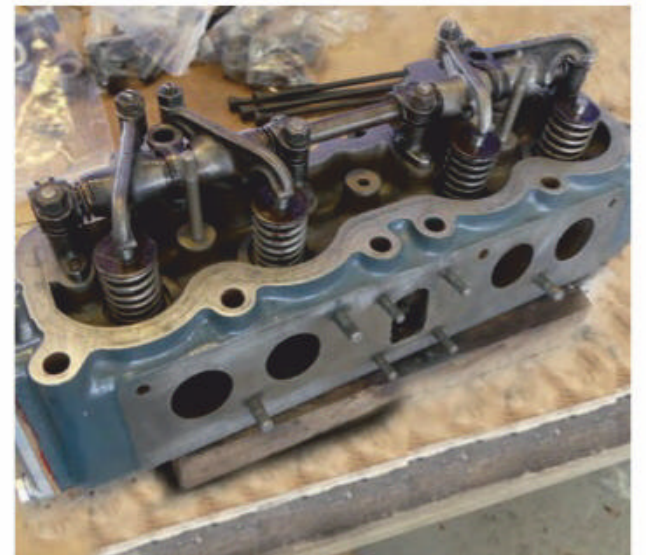
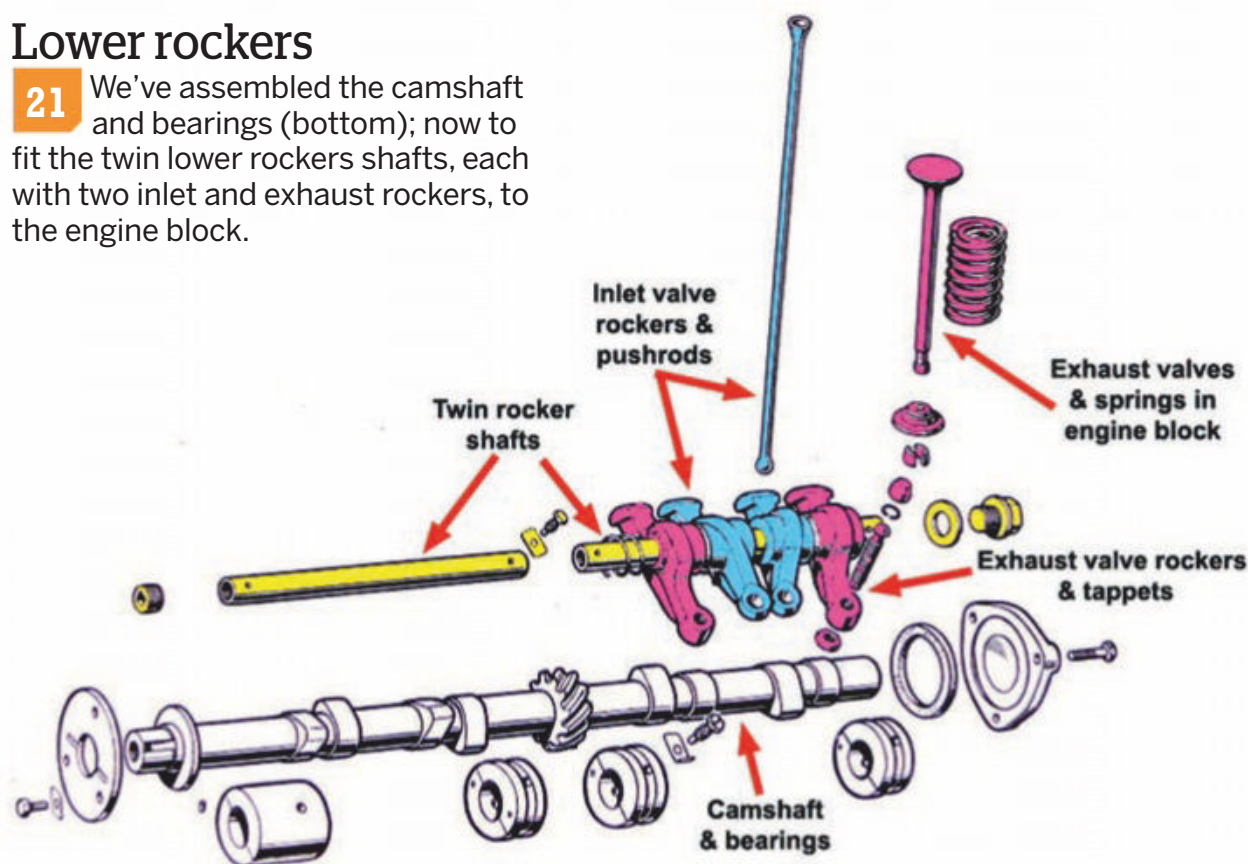
Secured

20 The thrust plate is bolted tight to the block with locking tabs under the bolt heads. Tabs are bent over the plate edge and against the bolt heads.

Assembling the rocker system

Lower rockers

21 We've assembled the camshaft and bearings (bottom); now to fit the twin lower rockers shafts, each with two inlet and exhaust rockers, to the engine block.



Overhead inlets

22 The inlet pushrods (see previous pic) operate additional rockers for the inlet valves in the cylinder head. Exhaust (side) valves are in the engine block.



Test fit

24 Both shafts (this is the rear) fit easily into the block. Although identical, one end of each is marked 'F' for front of engine, to align lubrication holes.



Orderly

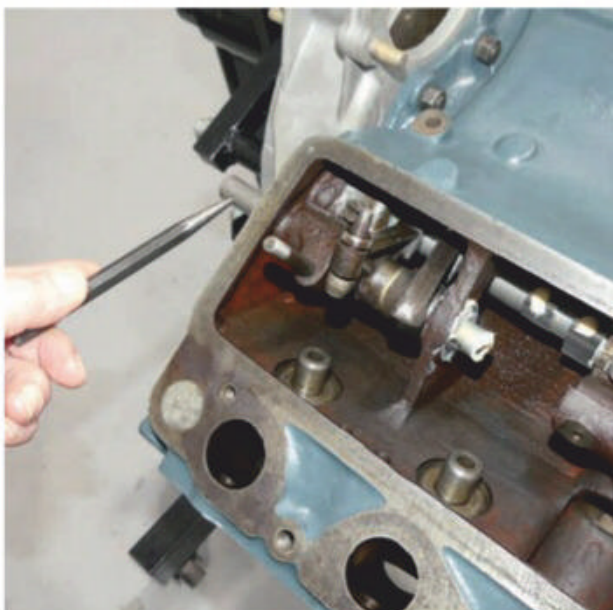
23 To ensure we have all the necessary parts to assemble the rocker system, each shaft assembly is collected on a rod and arranged in its order of fitting.

MONTHLY TECHNICAL



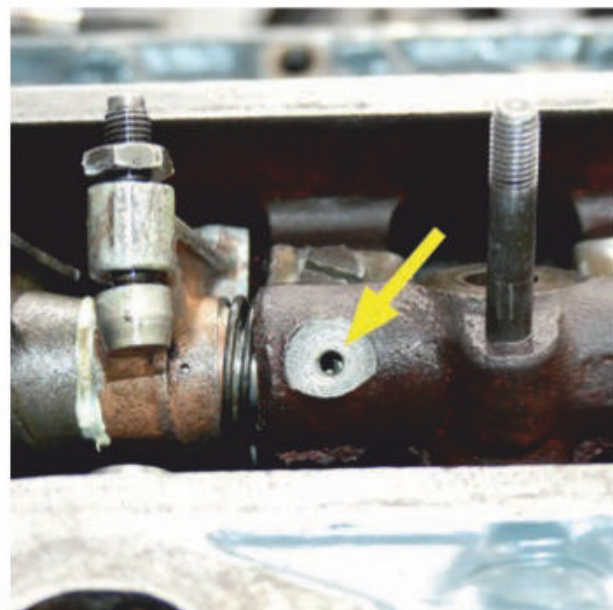
Slide and fit

25 Rocker components are added to the shaft as it is slowly slid through the engine drillings. Assembly grease is applied to each rocker bush and thrust washer.



Feeding in

26 The shaft is turned using a clean punch to help it move forward. Here, the first spring, exhaust rocker, brass thrust washer and inlet rocker are in place.



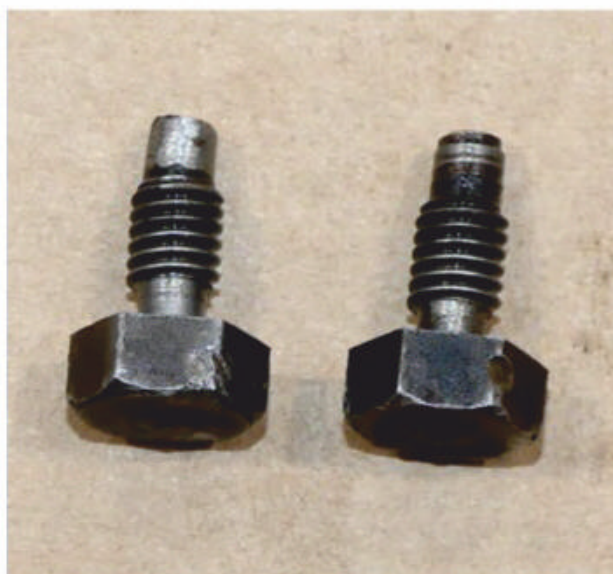
Alignment

27 The hole in the shaft for the retaining screw is approximately aligned with the screw hole in the engine block as the shaft is entered.



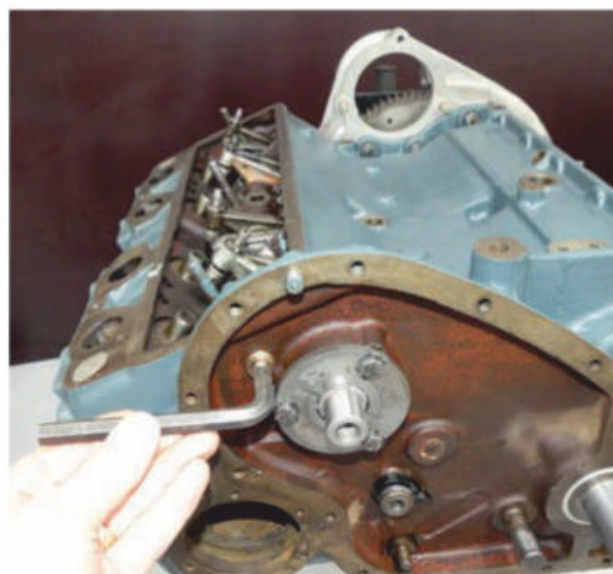
Tweaked

28 Steve checks the holes' alignment, feeling with a small screwdriver. The shaft can be pushed, or rotated using a stud extractor inserted in the hollow end.



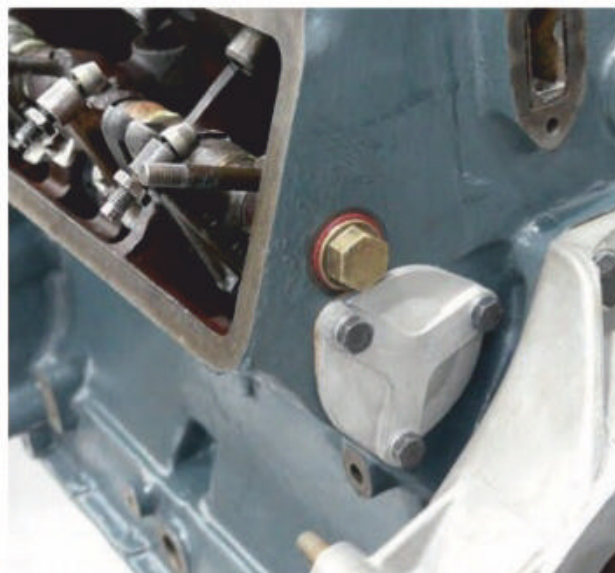
Diligence

29 The retaining screws are test fitted, but one doesn't screw fully in. It's found to be bent (left). If not noticed, it could have sheared off during tightening.



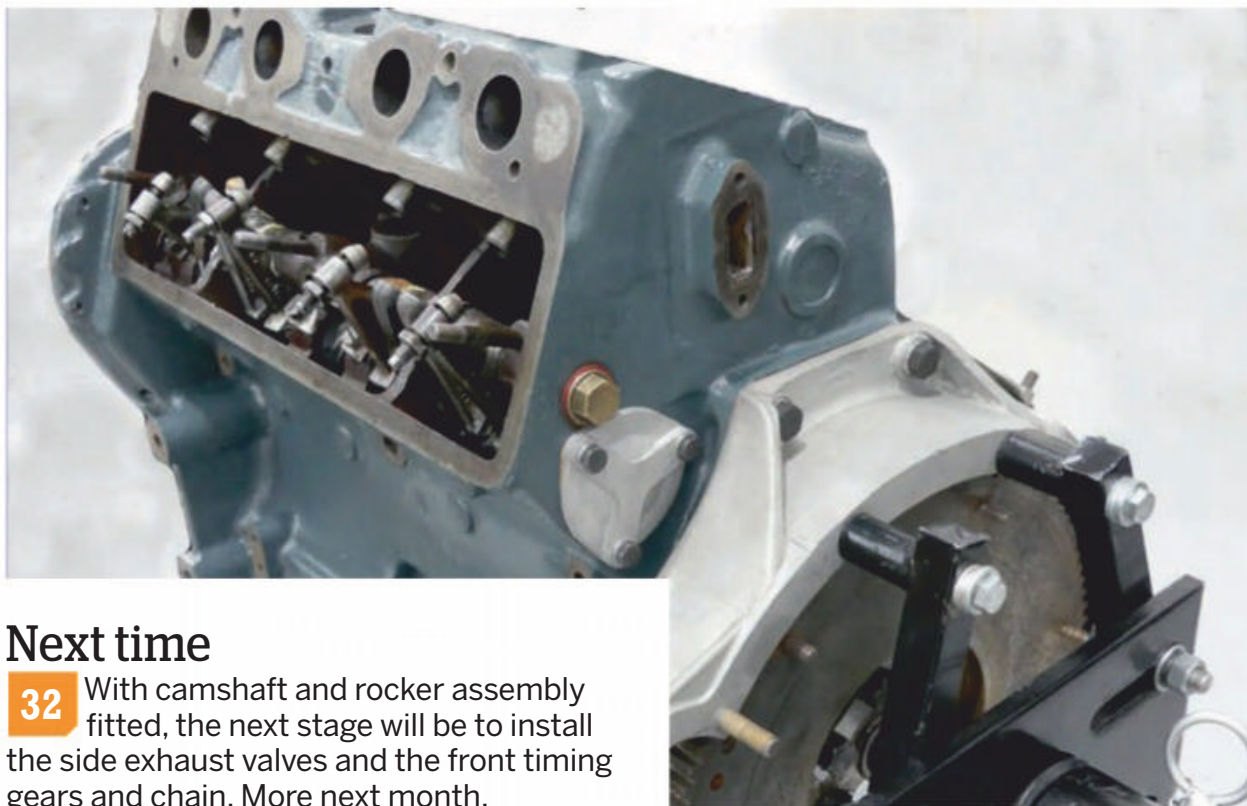
Plugged...

30 With the bent retaining screw ground straight, all are fitted and lock tabs set. The rocker shaft entry holes are now closed. Blue Hylomar helps seal this front plug.



... and sealed

31 At the rear, this brass plug with fibre washer closes the rear rocker shaft entry hole. Below, rear camshaft hole is closed with cover plate and gasket.



Next time

32 With camshaft and rocker assembly fitted, the next stage will be to install the side exhaust valves and the front timing gears and chain. More next month.



Exterior Upgrades for Defenders



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Diesel sales may have fallen 27.2 per cent this year but there is still a strong demand for oil burners - old and new



There's never been a better time to buy a diesel

The boom in sales of petrol-engined models is set to end as owners count the higher running cost of going gasoline, says Dave Phillips

IT was bad news for Greta Thunberg, the teenage Swedish climate activist, when she finally stepped off her boat at Gothenburg – and was promptly seized by school truancy officers. No, she wasn't really. I made that up.

But that would have happened if Greta had been English and decided to skip school when she was 15. Her parents would have been arrested and no doubt the social services would have been called in when they found out she was sailing around the world with a strange man.

But I digress – and I have nothing but admiration for the child who pulled a face and stuck her tongue out at Donald Trump, then told the rest of us to clean up our act because we were stealing her future. Powerful stuff.

We are killing our planet by releasing too much carbon into the atmosphere and for motorists the best way to burn less is to drive diesel.

Diesel engines are 30 per cent more efficient than petrol ones, which means less carbon. The typical diesel engine is also built stronger and lasts about twice as long. Some diesels – notably Mercedes – have been known to last nearly one million miles.

After two years of plummeting sales of diesels, caused by the VW emissions scandal and the stupidity of politicians, the industry has noted a change in attitude. In particular, drivers who switched to petrol are now thinking of changing back to diesel after being hit by the increased running costs of the thirstier gasoline engines.

Despite alternatively-fuelled vehicles reaching a record market share of 10.2 per cent for the second month running, there's still a long way to go for EVs to become mainstream, with an investment in charging infrastructure needed (as well as a more confidence from drivers agonising over range anxiety).

So, what are the best bargains to be had in the diesel Land Rover market?

Defenders: The TDCi engines post-2007 are the most frugal, but the values of these newer models remain high. Tdi and Td5 models are cheaper and, although a tad thirstier, are rock solid and reliable.

Discoverys: D1 and D2 models without serious rust issues are getting scarce, but there's a plentiful supply of D3s and D4s with reliable six-pot diesels that are pretty frugal for such big vehicles.

Freelanders: If you really want to save the planet by emitting as little carbon as possible, go for a Freelander. The very early models of the late 1990s with BMW-derived diesels were as reliable as the later Ford-powered models and mpg returns in the high 30s, which is about as good as it gets from anything bearing the green oval badge.

Series: The pre-Tdi era wasn't a good

time to be driving a diesel Land Rover. The naturally-aspirated models were slow, noisy and thirstier than the more efficient and sophisticated later oil-burners.

Range Rovers: The sort of folk who could afford to buy a new Range Rover weren't generally the type to be frugal – in fact a diesel option wasn't available in the early years – but the Tdi-engined late Classics are reliable gems.

One final tip before you invest in any diesel-engined Land Rover, make sure it's a good 'un. Diesel engines suffer badly if neglected and recommended service intervals – particularly oil and filter changes – aren't adhered to.

If you don't know the provenance of any vehicle up for sale, ask to see the service history. If the vehicle shows any outward signs of neglect, walk away.

At the moment, there's still a great choice of secondhand diesels and prices are depressed, but that won't last. Major manufacturers are still offering diesel variants when they launch new models – including the latest incarnation of the Vauxhall Corsa. Here's one manufacturer confident that diesels will be in demand for a good while yet – probably helped by the fact the Corsa was the UK's third best-selling car of 2019.

But it's not just Vauxhall. There is all sorts of talk about hybrids and all-electric variants of the recently-released new Defender, but at launch late last year a six-cylinder diesel engine was among the options. I bet it will be the best-selling model for a while, too.



EARLY SERIES I 80", 1948 to 1953

THIS IS the ultimate classic Land Rover – 71 years old and more desirable than ever. The early 80-inch models fetch the highest prices. The earlier and more original, the better. Pre-production and historic examples are the most sought-after, and 1948-50 models the most expensive. Even barn-find derelicts are in demand for restoration projects. The Holy Grail of all Land Rovers is the missing centre-steer prototype from 1947 – if it still exists.

BUYER'S TIP: Join the Series One Club for parts and advice.

SPECIFICATIONS

1948-1951: 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable. **1951-1953:** 2.0-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

PRICE GUIDE

Poor: £3000 – £6500
Average: £6500 – £7800
Good: £7800 – £19,000
Excellent: £19,000 – £60,000



LATER SERIES I 86"/107"/88"/109", 1953 to 1958

THERE IS such a thing as a sensibly-priced Series I. The later models are better value than their early counterparts, as well as being more user-friendly and easier to drive. The distinctive 107-inch Station Wagons are extremely sought-after, and fetch the highest prices, while the long wheelbase pick-ups represent the best value. Check any prospective purchase for serious corrosion issues – an inherent problem with all early (and many later) Land Rovers.

BUYER'S TIP: Better everyday drivers than the 80-inch.

SPECIFICATIONS

1953-1957: 2.0-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, **FROM 1957,** 2.0-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

PRICE GUIDE

Poor: £2000 – £4000
Average: £4000 – £6000
Good: £6000 – £10,000
Excellent: £10,000 – £38,000



SERIES II/SERIES IIA 88" AND 109", 1958 to 1971

THE LAUNCH of the Series II in 1958 saw the arrival of the classic Land Rover shape that endured right through to the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A II should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized – and consider replacing with parabolics.

BUYER'S TIP: Affordable classic that holds its value.

SPECIFICATIONS

1958: 88s, diesels to 1961 and all transmissions same as Series I. **1958-1971:** 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

PRICE GUIDE

Poor: £1500 – £2300
Average: £2300 – £4000
Good: £4000 – £6000
Excellent: £6000 – £15,000



MILITARY LIGHTWEIGHT 88" SERIES II and SIII, 1968 to 1984

THERE'S NO messing with the rugged and no-nonsense military version of the leaf-sprung Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, and an alternator replaced the dynamo. Like all military Land Rovers, Lightweights are in demand with enthusiasts, so good ones fetch serious money.

BUYER'S TIP: Great fun in the summer.

SPECIFICATIONS

1968-1984: 2.25 petrol/diesel and transmissions as Series II and Series III.

PRICE GUIDE

Poor: £2000 – £3000
Average: £3000 – £6000
Good: £6000 – £7000
Excellent: £7000 – £18,000



RANGE ROVER 1 (CLASSIC) 1970 to 1996

EARLY THREE-DOOR examples command serious money and rarity, and classic car collectors are pushing prices up even further. But severe rust is the biggest enemy and some body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models in good nick have been steadily rising in recent years, with high-spec versions like the Vogue SE or 4.2 LSE the most desirable.

BUYER'S TIP: Early three-doors fetch the most money.

SPECIFICATIONS

1971-1983: 3.5-litre V8, 125 bhp, 185 lb-ft torque. 1986-on 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2-litre, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

PRICE GUIDE

Poor: £1000 – £2800
Average: £2800 – £5000
Good: £5000 – £7200
Excellent: £7200 – £50,000



SERIES III 88" AND 109", 1971 TO 1985

IF YOU'RE looking for a leaf-sprung Land Rover for a sensible price, the Series III is your answer. The collectability of IIIs means they are no longer cheap as chips, but you can still find sensibly-priced examples. Parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after. Look after your Series III and it will hold its value. Diesels dull.

BUYER'S TIP: Definitely worth investing.

SPECIFICATIONS

1971-1985: 2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to 1979. **1979-1985:** Stage One (109 only) 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

PRICE GUIDE

Poor: £1000 – £2000
Average: £2000 – £4300
Good: £4300 – £6000
Excellent: £6000 – £12,000



FORWARD CONTROLS SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978

THESE ARE Land Rover's real-life monster trucks. Series IIA and IIB models had big-capacity load areas, but were blighted by underpowered engines. The later 101 Forward Control was a big military truck with a V8 petrol, thirstier than Oliver Reed at opening time. Some parts can be hard to find, but there's fantastic back-up from clubs, with loads of fellow enthusiasts. They certainly stand out from the crowd.

BUYER'S TIP: Do you have room for one on your drive?

SPECIFICATIONS

1962-1972: 2.6-litre six-cylinder petrol (SIIA/IIB), 81 bhp, 132 lb-ft torque. **1972-1978:** 3.5-litre V8 petrol (101), 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

PRICE GUIDE

Poor: £2600 – £3700
Average: £3700 – £6700
Good: £6700 – £8000
Excellent: £8000 – £14,000



NINETY/ONE TEN 1983 TO 1990

DEFENDERS IN all but name, the first coil-sprung utilities gave you the choice of a sluggish diesel or a thirsty petrol V8 until the unreliable 85 bhp turbodiesel arrived in 1986. Many – perhaps most – have now been retro-fitted with later Tdi engines, which makes sense. Good ones defy the years and there's no shortage of spares. Prices are rising, not least because original examples over 25 years old can be exported to the USA.

BUYER'S TIP: Great value Defender precursors.

SPECIFICATIONS

1983-1985: Engines as Series III/Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

PRICE GUIDE

Poor: £4000 – £4600
Average: £4600 – £6000
Good: £6000 – £7700
Excellent: £7700 – £13,000



DISCOVERY 1 200TDI/300TDI/V8, 1990 to 1998

AFTER years of rock-bottom prices, values for good ones are now climbing. But the Disco 1 is still very affordable. It is capable off-road and refined too, but catastrophic body rust is a massive problem. Check out the floor, sills and inner wings and be prepared to get welding. Aftermarket panels cheap. If regularly serviced, 200Tdi and 300Tdi engines are pretty bulletproof. Early models now being snapped up by collectors.

BUYER'S TIP: Rust is the enemy, but parts are cheap.

SPECIFICATIONS

1989-1994: (200Tdi) 2.5-litre turbo diesel, 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **1994-1998:** (300Tdi) 2.5-litre turbo diesel, 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

PRICE GUIDE

Poor: £750 – £1000
Average: £1000 – £2700
Good: £2700 – £4200
Excellent: £4200 – £7500



DEFENDER TDi 200TDI/300TDI, 1990 to 1998

LAND ROVER workhorses were underpowered until the advent of the Tdi diesels. The 200Tdi was fitted from 1990 to 1994 and was superseded by the 300Tdi, which shared the same power and torque figures but was slightly more refined. This was the beginning of the golden era of Defenders and many would argue these were the greatest vehicles ever built. There has been a steady supply of serviceable engines and gearboxes from terminally-rusted and scrapped Discoverys of the same era, although they are now getting scarcer.

BUYER'S TIP: Grab one while you can.

SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel, 107 bhp, 195 lb-ft torque. LT77S (200Tdi) or R380 (300Tdi) five-speed transmission.

PRICE GUIDE

Poor: £4000 – £5000
Average: £5000 – £7000
Good: £7000 – £9800
Excellent: £9800 – £17,000



RANGE ROVER 2 (P38A)

1994 to 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. Replacement parts can be pricey though. The diesel option is a BMW six-pot turbo. V8 petrols are thirsty.

BUYER'S TIP: 1990s luxury for not much money.

SPECIFICATIONS: 4.0: 4.0-litre V8 petrol, 185 bhp, 235 lb-ft torque. 4.6: 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. 2.5: 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE:

Poor: £500 – £900;
Average: £900 – £1800
Good: £1800 – £3500
Excellent: £3500 – £6000



FREELANDER 1

1997 to 2006

AN AFFORDABLE entry-level Land Rover, and popular as ever. The 1.8-litre petrol engines can be troublesome and best avoided. The early diesels are economical, mechanically simple and reliable if properly serviced (and timing belts regularly renewed). The later Td4 is chain-driven, more or less bulletproof and the best choice. The Freelander has no rust issues to worry about. Great value.

BUYER'S TIP: Td4 diesels good for 200,000-plus miles.

SPECIFICATIONS

1997-2000: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque; 2.0-litre Rover four-cylinder turbodiesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. **2000-2006:** 2.0-litre BMW Td4, 110 bhp, 192 lb-ft.

PRICE GUIDE

Poor: £400 – £900
Average: £900 – £2000
Good: £2000 – £3000
Excellent: £3000 – £5000



DISCOVERY 2

1998 to 2004

THE DISCOVERY 2 retained the stepped-roof looks and basic shape of its predecessor, but got an improved bodyshell and suspension, along with new engines and axles. It was the best-handling Land Rover in its day and there are plenty to choose from even now. V8 petrols are expensive to run, while as you might expect Td5 diesels are economical. The bodies last well, but the chassis is prone to spectacular levels of rust – putting some examples beyond economic repair.

BUYER'S TIP: Invest in a galvanised chassis and you've got a Disco for life.

SPECIFICATIONS

2.5-litre five-cylinder turbodiesel (Td5), 122 bhp, 221 lb-ft torque; 4.0-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Poor: £900 – £1500
Average: £1500 – £2500
Good: £2500 – £3700
Excellent: £3700 – £6000



DEFENDER Td5

1998 to 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years, provided it has been properly serviced. Now in great demand as prices for all Defenders steadily rise. There's a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy number of truck cabs and hard-tops are always on sale. Rear crossmembers prone to rust, but easily replaced. There is a growing supply of Td5 engines from Discovery 2s that are being scrapped due to serious rust issues. Non-OEM parts cheap.

BUYER'S TIP: Check service history.

SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

PRICE GUIDE

Poor: £5000 – £6000
Average: £6000 – £8000
Good: £8000 – £9900
Excellent: £9900 – £18,000



RANGE ROVER 3 (L322) 2002 to 2012

EARLY THIRD-GENERATION Range Rovers are now over 15 years old and can be picked up cheap, but don't underestimate the running costs – especially from petrol V8s. The diesel Td6 is less thirsty. Drivetrain and electrical faults are common, but the biggest problem is previous owners who have skimped on servicing and repairs and run them into the ground. Buy a neglected L322 and you're asking for trouble. When L322s start to go wrong, they get very expensive to put right and parts aren't cheap, either.

BUYER'S TIP: Prices falling, but beware of the dogs.

SPECIFICATIONS

2002-2005: 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque. **2002-2007:** 3.0-litre BMW Td6 turbodiesel, 177 bhp, 287 lb-ft torque.

PRICE GUIDE

Poor: £1000 – £2500
Average: £2500 – £4000
Good: £4000 – £6000
Excellent: £6000 – £10,000



RANGE ROVER SPORT 1

2005 to 2013

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models are still popular. But are they beginning to look a bit dated?

BUYER'S TIP: Values slowly falling. Be prepared to haggle.

SPECIFICATIONS

2005-2009: 2.7-litre V6 turbodiesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft; Supercharged V8 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft; 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

PRICE GUIDE

Poor: £4500 – £6700
Average: £6700 – £7900
Good: £7900 – £10,000
Excellent: £10,000 – £20,000



FREELANDER 2

2006 to 2015

A BIG improvement on Freelander 1. The towing capacity is just 2000 kg compared with the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low-range and ground clearance prevents hardcore off-roading, but it is certainly still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values are falling now it has been superseded by Discovery Sport, so it's a bit of a bargain.

BUYER'S TIP: An economical and trouble-free buy.

SPECIFICATIONS

2.2-litre four-cylinder turbodiesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

PRICE GUIDE

Poor: £2900 – £4000
Average: £4000 – £7000
Good: £7000 – £8700
Excellent: £8700 – £12,000



DEFENDER TDCi

2007 to 2016

FOUR-CYLINDER FORD TDCi turbo-diesel (shared with the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of the hinged front air vents and the distinctive humped bonnet aren't to everyone's taste, but the brilliant off-road ability remains. The original 2.4-litre engine was replaced in 2012 with a new 2.2-litre unit with better emissions.

Production ended in 2016 and an all-new model has recently been introduced.

BUYER'S TIP: Demand – and values – remain high as ever.

SPECIFICATIONS

2007-2012: 2.4-litre four-cylinder turbodiesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

PRICE GUIDE

Poor: £6300 – £8500
Average: £8500 – £11,500
Good: £11,500 – £18,000
Excellent: £18,000 – £50,000



RANGE ROVER EVOQUE 1

2011 to 2018

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. 2WD is more economical, but 4WD is the better performer, and it's not bad off-road. Launched in 2011, there are lots available on the market – and some real bargains. The Evoque was updated for 2015, with styling tweaks and cleaner engines, and a convertible version arrived in 2016.

BUYER'S TIP: Problems with oil dilution on some diesel models – see page 172.

SPECIFICATIONS

2.0-litre eD4 turbodiesel, 150 bhp, 280 lb-ft; 2.0-litre TD4 turbodiesel, 180 bhp, 317 lb-ft; 2.0-litre SD4 turbodiesel, 240hp, 369 lb-ft; 2.0-litre Si14 petrol, 240 bhp and 290 bhp, 251 lb-ft and 295 lb-ft. Six-speed manual or nine-speed auto. 2WD or 4WD.

PRICE GUIDE

Poor: £7900 – £12,000
Average: £12,000 – £15,000
Good: £15,000 – £18,000
Excellent: £18,000 – £40,000



RANGE ROVER 4 (L405)

2012 to present

WITH its aluminium chassis, the fourth-generation Range Rover is 420 kg lighter than its predecessor. Coupled with efficient new diesel engines, it's more frugal than any previous Rangie, too. It's all comparative though... Taking depreciation into account, it will be several years before secondhand models offer economical motoring. Make no mistake about it: this is a car for all the well-heeled.

BUYER'S TIP: A lot of car – for a lot of money.

SPECIFICATIONS

3.0-litre TDV6 turbodiesel, 258 bhp, 440 lb-ft; 4.4-litre SDV8 turbodiesel, 339 bhp, 472 lb-ft; 2.0-litre P400e petrol PHEV, 404 bhp, 472 lb-ft; 3.0-litre V6 s/c petrol 340 bhp, 332 lb-ft; 5.0-litre V8 s/c petrol, 525 bhp & 565 bhp, 461 lb-ft & 516 lb-ft. Eight-speed automatic gearbox.

PRICE GUIDE

Poor: £20,000 – £39,000
Average: £39,000 – £45,000
Good: £45,000 – £50,000
Excellent: £50,000 – £150,000



DISCOVERY 3 / 4

2004 to 2017

THEY LOOK identical at first glance, but under the skin the third and fourth-generation Discoverys are very different. Early D3s suffered reliability issues, caused by water ingress into the electrics, but D4s are pretty bulletproof. No rust issues. Hugely capacious and versatile family cars, capable of seating seven. They have won countless awards for best tow car and look as stylish as ever. Gaining in popularity with enthusiasts now Defenders are getting so expensive.

BUYER'S TIP: Great value for money but parts can be expensive. Values falling.

SPECIFICATIONS

2.7-litre V6 turbo-diesel, 190bhp, 324 lb-ft torque. 4.4-litre V8 petrol, 300bhp, 313 lb-ft. 3.0-litre V6 turbo-diesel, 244 bhp, 442 lb-ft torque.

PRICE GUIDE

Poor: £2900 – £5000

Average: £5000 – £8200

Good: £8200 – £13000

Excellent: £13,000 – £36,000



WHAT'S
HOT
THIS
MONTH...

LATER SERIES I

With the homecoming of Oxford from its intrepid overland trek, there's sure to be renewed interest in these glorious classics. See Last Overland, p62, and Land Rover Legends, p94



RANGE ROVER SPORT 2

2013 to present

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. It is £20k cheaper, and performance, handling and economy are all better than its big brother. Brilliant off-road, but unlikely to see much mud. It has a reputation for great reliability too.

BUYER'S TIP: Not cheap.

SPECIFICATIONS

SDV6: 3.0-litre, diesel; SDV8: 4.4-litre 339hp, diesel; P300: 2.0-litre 300hp, petrol; P400e: 2.0-litre 404hp, petrol PHEV; P400: 3.0-litre, 400hp, petrol; P525: 5.0-litre, V8, 525hp, supercharged petrol; P575: 5.0-litre V8 575hp, supercharged petrol. Eight-speed automatic gearbox.

PRICE GUIDE

Poor: £19,000 – £29,000

Average: £29,000 – £41,000

Good: £41,000 – £50,000

Excellent: £50,000 – £100,000



DISCOVERY SPORT

2015 to present

WHILE ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. Its sure-footed handling on icy roads is nothing short of astonishing. Considering all the new cutting-edge technology, this versatile mid-size SUV represents excellent value for money, but 2016 model-year Ingenium diesels can suffer oil dilution problems.

BUYER'S TIP: Problems with oil dilution on some diesel models – see page 172.

SPECIFICATIONS

2.0-litre eD4/TD4/SD4 turbodiesel, 148, 178 & 237 bhp, 280, 317 and 369 lb-ft; 2.0-litre petrol, 238 bhp, 251 lb-ft; 2.0-litre Si4 petrol 286 bhp and 295 lb-ft. Six-speed manual and nine-speed automatic gearboxes.

PRICE GUIDE

Poor: £14,000 – £18,000

Average: £18,000 – £23,000

Good: £23,000 – £29,000

Excellent: £29,000 – £48,000



DISCOVERY

2017 to present

THE FIFTH-GENERATION Discovery doesn't get a number after its name, but there's no mistaking what it is with its striking new looks (which have ruffled a few feathers). It is also more capable, on- and off-road, than any of its predecessors as well as more economical to run thanks in part to the new JLR Ingenium series of engines. We have no doubt that it will be winning a lot of awards for the best tow car, just like its predecessors.

BUYER'S TIP: Still arguably the most versatile Land Rover.

SPECIFICATIONS

2.0-litre SD4 turbodiesel, 240 bhp, 369 lb-ft; 3.0-litre Td6 diesel, 258 bhp, 443 lb-ft; 2.0-litre I4 petrol, 296 bhp, 332 lb-ft; 3.0-litre Si6 s/c petrol, 340 bhp, 332 lb-ft. Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A

Average: N/A

Good: N/A

Excellent: £36,000 – £45,000

New: £43,495 – £65,995



RANGE ROVER VELAR

2017 to present

THE LATEST addition to the Land Rover family is yet another Range Rover. Solihull spotted a very small gap between the Evoque and the Sport, and the Velar has been squeezed into it. This probably isn't the sort of car you would risk at a weekend's pay and play off-road course, but if you did you might be surprised at its ability. There's a lot of tech packaged into this luxury model, but it doesn't come cheap.

BUYER'S TIP: This is definitely one to impress the neighbours.

SPECIFICATIONS

2.0-litre turbodiesel, 180 bhp, 240 bhp & 300 bhp, 317 lb-ft, 369 lb-ft & 516 lb-ft. 2.0-litre petrol, 250 bhp, 300 bhp & 380 bhp, 269 lb-ft, 295 lb-ft and 332 lb-ft. Eight-speed ZF automatic gearbox.

PRICE GUIDE

Poor: N/A

Average: N/A

Good: N/A

Excellent: £36,000 – £58,000

New: £44,830 – £85,500



RANGE ROVER EVOQUE 2

2019 to present

THE SECOND-GENERATION Evoque is the first car to adopt JLR's Premium Transverse Architecture, a platform that will allow them to introduce a plug-in hybrid model. It gets a clutch-based torque vectoring four-wheel drive system, nine-speed auto as standard and redesigned all-independent suspension. There's a choice of seven engines: four diesel, three petrol. Evoque has come of age and remains stylish.

BUYER'S TIP: Competitive value on monthly finance

SPECIFICATIONS

D150: 2.0-litre, 150hp diesel FWD man and auto; D180: 2.0-litre 180hp diesel AWD auto; D240, 2.0-litre, 240hp, diesel, AWD, auto, P200: 2.0-litre, 200hp, petrol, AWD, auto; P250, 2.0-litre, 249hp, petrol, AWD, auto; P300, 2.0-litre, 300hp, petrol, AWD, auto.

PRICE GUIDE

Excellent: £28,000

New: From £31,295

Exciting new product See website

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RANGE ROVER P38

1998 2.5DT manual, oxford blue, grey cloth, 183000 miles, coil spring conversion, body needs tidying but underneath solid and never welded, MoT February 2020. engine is using coolant so needs attention but runs smoothly. well maintained with several recent parts, **£900, Norfolk, 07905 349884.**



RANGE ROVER P38

1994 Range Rover P38, 160,000 miles, HSE so was a top of the range model back in day, comes with 12 month MoT, new starter motor, spark plugs, fresh oil, oil filter, air filter, brake fluid changed, cream leather interior in good condition, bodywork is fair, doors and bonnet have been replaced at some point to a different shade of blue, runs on LPG, I pay 52p per litre for that, heated front screen and heated seats, air conditioning, stereo fitted but requires wiring up, cruise control, tyres all have decent tread, cheap workhorse, **07703068088, West Midlands, £850..**



FREELANDER 1

2003 Freelander 1 Td4, interior in very good condition, runs very well at the moment, great fuel economy, **£1100, London, 07375 741830.**



FREELANDER 1

2003 Freelander 1 Td4, 130,000 miles, well cared for, in very good nick, first person who sees it will buy it, **£1000, 07823 685356, Didsbury, Manchester.**



DISCOVERY I

1998 Discovery 300 Tdi, 124,000 miles, rare two door manual in white, solid body, paintwork and interior need TLC, Nearly new BF Goodrich mud tyres, MoT till February 2020, **£1450, 07889750126, South East London.**



DISCOVERY 2

2003 Discovery 2 TD5, 160,000 Miles, 5 Speed Manual, 12 Months MOT, Part service history, Full book pack, Tow bar with electrics, 7 Seater, back 2 fold down or can come out, Electric windows and mirrors, twin sunroof, Alloy wheels with 4 good all terrain tyres, **£1595 ono, 07943876645, Ryton, Tyne and Wear.**

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DISCOVERY 2

2001 Discovery 2.5 TD5 with a reliable auto gearbox, overall in excellent condition throughout, 7 seater, 140,000 miles, MoT June 2020, two keys, Td5 engine which runs very smoothly, all common rust spots have been welded and reinforced, maintained with absolutely no expense spared, both the exterior and the interior of the car are in very good condition, bodywork is very clean as the photos show, everything working the way it should including full

electric windows and mirrors, climate control, air conditioning, radio, central locking spare tyre will all nuts, **£1999, 07495940367, Solihull.**



DISCOVERY 2

2003 TD5 191871 miles. Good service history. MOT until Feb 2020. 4 x very good BF Goodrich ATs. Intermittent electrical fault - driver's window and RHS pass door lock. Otherwise, sound reliable 7 seater. **£2000 ono Edinburgh 07407 440580.**



DISCOVERY 2

Stunning Discovery 2 Td5 Landmark, 143,000 miles, full service history, two keys, full black leather interior, twin sunroof, seven seats, digital climate control, electric windows doors and mirrors, tow bar, roof rails, 18" 5 spoke double alloy arms wheels, great family vehicle, lots of invoices for work done, best colour combo, **£2950, 07754627437, Glasgow, Scotland.**



DISCOVERY 3

2006 Discovery 3 TDV6, 173,000 miles, Discovery 3 TDV6 full black heated leather, Harmon Kardon sound system, long MoT, drives very well with no problems at all with the engine, unfortunately does have a small air leak on the suspension, doesn't affect the car when driving, suspension drops a little bit overnight, goes back to correct height when you start it up in the morning only, dent in the driver's rear door, is currently in everyday use and never lets us down, will go quickly due



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FREELANDER 2

2006 Freelander 2.0 TD4 HSE Diesel Automatic, 150,000 miles, leather trim, heated seats, sunroof, Harman Kardon, 17" alloy wheels, air conditioning, parking sensors, MoT until **09/05/2020, drives well, £1750, 07518 229677, Berkshire.**



DISCOVERY 2

2002 Discovery 2, 158,000 miles, FSH, facelift model, never been welded, new brakes all round, cruise control, tyres like new, black interior, just had a service, electric twin sunroof, **£2150, Cornwall, 07506 699911.**



DISCOVERY 2

2000 Discovery 2 V8, 78,000 miles, MoT until July 2020, nice clean car inside and out, has some age-related marks on the bodywork, tows well, have used it for pulling a horse box and no longer need it, still on air on the rear which is in good working order, no nasty knocks or bangs, please get in touch for more details, **£2250, 07530 233898, West Yorkshire.**



DEFENDER 110

G reg, 300Tdi, Salisbury axles, king cab, flat back 110, toolbox underneath, chassis needs welding, no MoT, **£2400 inc VAT, North Norfolk, 07502 400658.**



RANGE ROVER P38

1998 Range Rover 2.5 DSE Diesel Auto, 130,000 miles, New MOT 10th December, have owned it for six years, have spent loads on it, Polybushed, Old suspension removed replaced with more reliable New Coil Springs and New Shock Absorbers, Gearbox oil and filter renewed, usual services completed, lots of paperwork, very reliable dependable and comfortable, **£2750, 07557808887, Witney, Oxfordshire.**



FREELANDER 2

2007 Freelander 2 HSE, 11 months MoT, 231,000 miles, all done on motorway, heated leather seats, parking sensors, lots of work done, new clutch and flywheel, new power steering pump, new brake pads, runs and drives perfectly, bodywork is mint, **Darlington, County Durham, 07814633431, £2200.**



DISCOVERY 2

Discovery 2 Td5 manual, 2 months MOT, 160,000 miles, lovely colour, stunning interior, no rot, good chassis, no paint so nothing to hide underneath, service book, but used for business towing catering trailers so had to be 100 percent reliable, all faults fixed immediately, adjustable height tow hitch with electrics, heavy duty Terra Firma springs all round with 2 inch lift, bigger wheels can be fitted straight on, all the hard work done, fuel tank recently cleaned also new fuel pump, injector seals all renewed plus gasket, fuel pressure regulator gasket, all done in the last twelve months, never taken off road. Starts on the button drives flawlessly, no fault lights on dash, plenty of power. **07843 448 275 or 01443675939, £3300.**



DISCOVERY 2

2003 Discovery 2 Td5, will come with full years MoT, brand new side steps, only 115,000 miles on it, 4 electric windows, remote central locking, CD player, power steering, all tyres good, **07584432131, Portadown, County Armagh, £3750.**



DISCOVERY 3

2005 Discovery 3 HSE 2.7 TDV6,

190bhp, auto gearbox still working really well, air suspension faultless, 7 seater, 176,000 highway miles, Full Land Rover Specialist Service history, all belts been changed, 2 keys, 3 keepers from new, Mot till end of April 2020, cheap road tax bracket £325 for the year, very good condition inside and outside, drives perfectly with no faults at all, **£3995, first to see will buy, Peterborough, 07445320877.**

£3000 - £4999



FREELANDER 2

2007 Freelander 2 TD4 2.2 Diesel Automatic, 166,500 miles, MOT Jan 2020, Shouldn't have a problem getting new MOT, High Spec with Alarm, SatNav, Electric sunroof, Climate control, Cruise control, R18 Alloy wheels, Electric windows seats and mirrors, Heated front seats, In car entertainment system, Parking sensors, Roll away parcel shelf and a boot liner, Fitted with Roof rails, Side steps and a Tow bar, Ready for winter. Reliable 4x4, Comfortable drive, **£3550, 07522245625, Devon.**



DEFENDER 90

1995 Defender 300Tdi, 128,000 miles, starts instantly and runs nicely, MoT until February 2020, front prop shaft off as needs a new UJ, still drives fine, **£3800, 07807 743213, Shropshire.**

FREELANDER 1

2003 1.8 petrol, 93,000 miles, 4mm tyres all round, six spoke wheels, removable top, overheating, issues with thermostat or gasket, still runs well, new gasket purchased but not installed, spare engine and box, propshaft

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taken off, light metal green, clean underneath, currently SORN, too good to scrap, needs an enthusiast to fix the faults, **£4000 ONO, 07816972201 or 01278732481, Somerset.**

£5000 - £9999



SERIES III

1984 Series III SWB 88" Hard top, 2286cc Diesel, excellent condition, service history, upgrades, repairs and replacements makes a well looked after, easy running vehicle, new MOT, heritage approved, **£6,000, 01882632296, Pitlochry.**



DEFENDER 90

1994 Defender 90, has full history available, lots spent on it recently, loads of extras such as roofrack, side steps, winch, adjustable tow bar, drives well, great off-road, **£5450, 07510 440446, Lanark.**



LIGHTWEIGHT

1972 Lightweight, 200Tdi, 5 speed gearbox, coil sprung, galvanized chassis, good bulkhead, has been in regular use, **offers around £6000, 07855227627, Staffordshire/Derbyshire border.**



FREELANDER 2

2010 Land Rover Freelander 2 TD4 GS, 140,000 miles, this has been a brilliant

car for driving around Scottish roads, tow bar and roofrack, hands free phone system, MoT until October 2020, cruise control, heated windscreen, one owner from new, **£5500, 07979003785,**



DEFENDER 90

Td5 pick up, £8125, has a super winch and winch bumper, safari snorkel and roll cage, drives very well and everything works how it should, **07470096709, Milton Keynes.**



DEFENDER 110

1996 Defender 110 CSW 300Tdi, MoT August 2020. Only 2 owners in the last 12 years, new clutch just fitted, new steering box 12 months ago, 200,000 miles, great runner, lots of work done, good condition, **£8,500 ONO, Hastings, East Sussex, 01424 854 892.**



DEFENDER 90

2001 Land Rover Defender TD5, only 93,982 miles, you are unlikely to find a better Td5, MOT to 4 September 2020, no MOT advisories, just had the chassis re-coated again inside and out with waxoyl, chassis really good condition, recently had the roof, rear door and chequer plating professionally resprayed. In 2012 Dermot McConaghy the famous street artist painted this vehicle, afterwards it was lacquered over to protect his work, the work was turned into a short film, follow the link on Youtube <https://youtu.be/RVYB6IX3dBg>, vehicle has loads of service history with one very caring owner having it for most of its life, used on the road almost exclusively, my Land Rover mechanic commented on "how tight she was", 4 x Toyo Open Country M/S tyres like new, Rear inside of tub lined with bedliner, **£8995, 07879666350, Cookstown, N Ireland.**



DEFENDER 90

2003 Defender 90 Td5 hard top in Belize green, 91,600 miles MoT due 17 Jan 2020, bodywork is in great condition, with a few age-related marks and scratches (which one hasn't), excellent bulkhead and chassis which has never been welded, recent service and new rear brake disks, pads and calipers all round last month, new steering damper and LED headlight upgrade, complete with snorkel, A bar, LED spotlights, side steps and rear quarter bumpers, complete set of excellent good BF Goodrich all terrain tyres, the car currently has a private plate and tow bar extension which will be removed when sold, genuine reason for very reluctant sale, **£9250, 07711 150468, Skipton, Yorkshire.**



DEFENDER 110

1998 Defender 110 300Tdi, 149,000 miles, MOT Sept 2020, BF Goodrich All Terrain Tyres, Owned for 8 years, lack of use forces sale, runs well and extremely reliable, will miss her, **£9,250 ono, East Sussex, 07825 056628.**

£10,000 plus



WOLF

110 Defender Wolf XD 2.5 300 TDI, 1998, RHD, hard top, 47133 miles, VGC. MOT May 2020, 24v, PAS, R380 gearbox, FROPS, Rad Haz kit, snorkel, G90 tyres, spare wheel, 8 rear seats, **07802184074, £11000 ono, Bristol..**



WOLF

1998 Defender 110 Wolf soft top 300Tdi, recently released, resprayed, £1k service inc belts, all gen parts, MoT, fluids, four bench seats, 86k, original engine, waxed chassis from new, solid as a rock, many new parts, drives lovely, starts first time, front and rear disc brakes, full roll cage, NATO hitch, ready to go, **£18,000 ono, 07771 887427, Thurcaston.**

EDITOR'S CHOICE



SERIES I

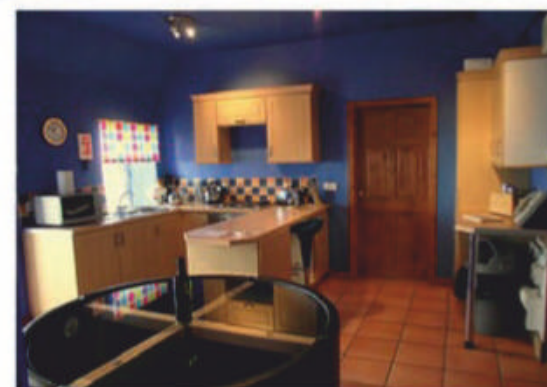
1952 80-inch, In good condition, needs a re-spray and a bit of tlc, overdrive, new canvas, 64,000 miles, used on a monthly basis, selling due to ill health, **£18,000, Dursley Gloucestershire tel 01453549908 or 07851547173**





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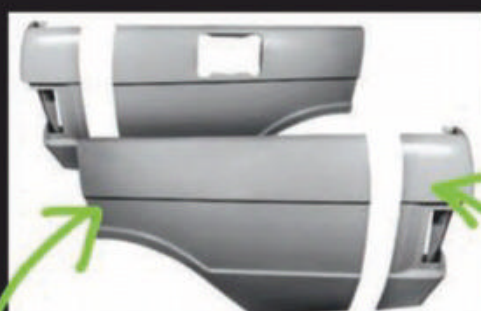
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IAN WEST
Ian's been driving Land Rovers for over 40 years and drawing for LRM since issue 2. He lives on the coast of East Anglia and drives a Freelander 2

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1981 SERIES III 109 EX-MILITARY

ADAM TEHAN, SERVICE ENGINEER, HAVANT, HAMPSHIRE

Tells us a little about what you do and where you are from?

I am a service van engineer for West Sussex Fire and Rescue Service. In other words I fix fire engines and equipment. Before that I spent nearly a decade in the British Army as a mechanic. So it would be fair to say that I had plenty of contact with Land Rovers while doing that. I'm originally from Eastbourne in East Sussex, but after moving around a lot while in the military I have now settled in Havant.

How did you find this project?

This was my first Land Rover that I owned when I was 17. I only had it for a year back then before selling it as I pursued more 'Max Power'-type hot hatches. Then about four years ago I put a post on a forum telling people that I was looking for my first Land Rover. I heard nothing and gave up.

Then I got an email about two years ago to say that someone had replied to my post on the forum. I had not been on the forum for ages and had to first try to work out how to log back in again. Sure enough there was a message from someone who said that they owned my old Landy. He had done loads of work to it including a rebuild of the original engine before fitting a Ford V6 engine. He now wanted to sell it and so we came to a deal.

What's the story so far?

I have refitted the original engine and started tackling all of the other little jobs that it needs to get it back on the road. When I bought it, it was fitted with a truck cab but as I have three daughters I found a hardtop with windows. I have also acquired some minibus seats to fit in the rear.

How is the engine running?

The original engine is back in and running lovely, like a good 2.25 petrol should. I did consider keeping the V6 in it as it sounded lovely but I love a 2.25 and it's the original lump from when I owned it.

What are your plans with it?

To get it on the road as soon as possible. Then I want to take it greenlaning around Devil's Punch Bowl followed by a few longer trips. I would love to take it up to the Scottish Highlands. A friend of mine at work owns an almost identical Series III while another has a Discovery, both are keen on joining me on some adventures.

What has to happen first?

I've started the little jobs and written a list of other tasks, including fitting the big pile of parts in the back that I've accumulated. I've also found a few spots on the chassis

that require some welding. One of the engine mounts needs extending as a bit was cut off for the V6, plus a lot of the wiring has been added over the years so that needs sorting.

What is the hardest part of this project?

Finding the time, of course. I have a busy job and I'm often on 24-hour call-out. Plus with three daughters it can feel selfish when I take a day off to work on my project.

When will it be finished?

I want to get it finished before March so I can say it took less than a year to get it back on the road again.

Who is helping you with the project?

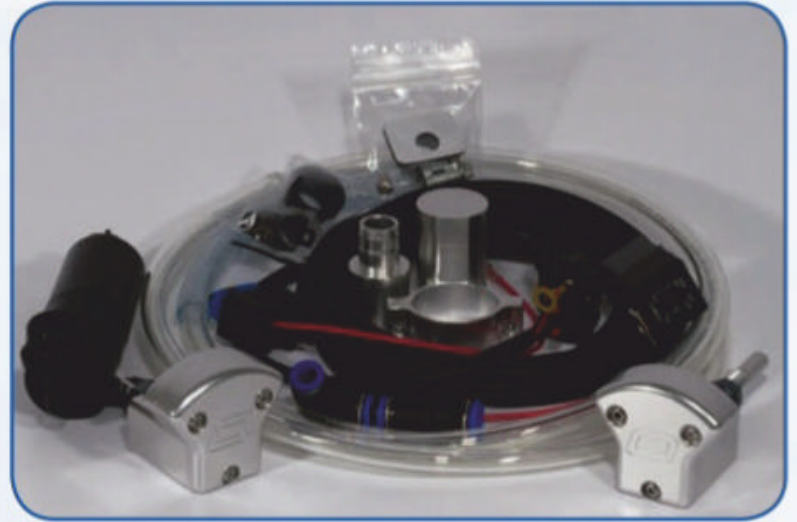
My main helper is my youngest daughter Isabelle [pictured above]. She is a dedicated Land Rover fan. I also have to thank my wife Charlene for putting up with me. I only told her that I had bought this Land Rover the day before it turned up.

Anything to add?

I never thought that I would see my first Land Rover ever again. Now I have it back and the chance to get it on the road I plan on keeping it forever. One day it will be handed over to my daughter Isabelle.

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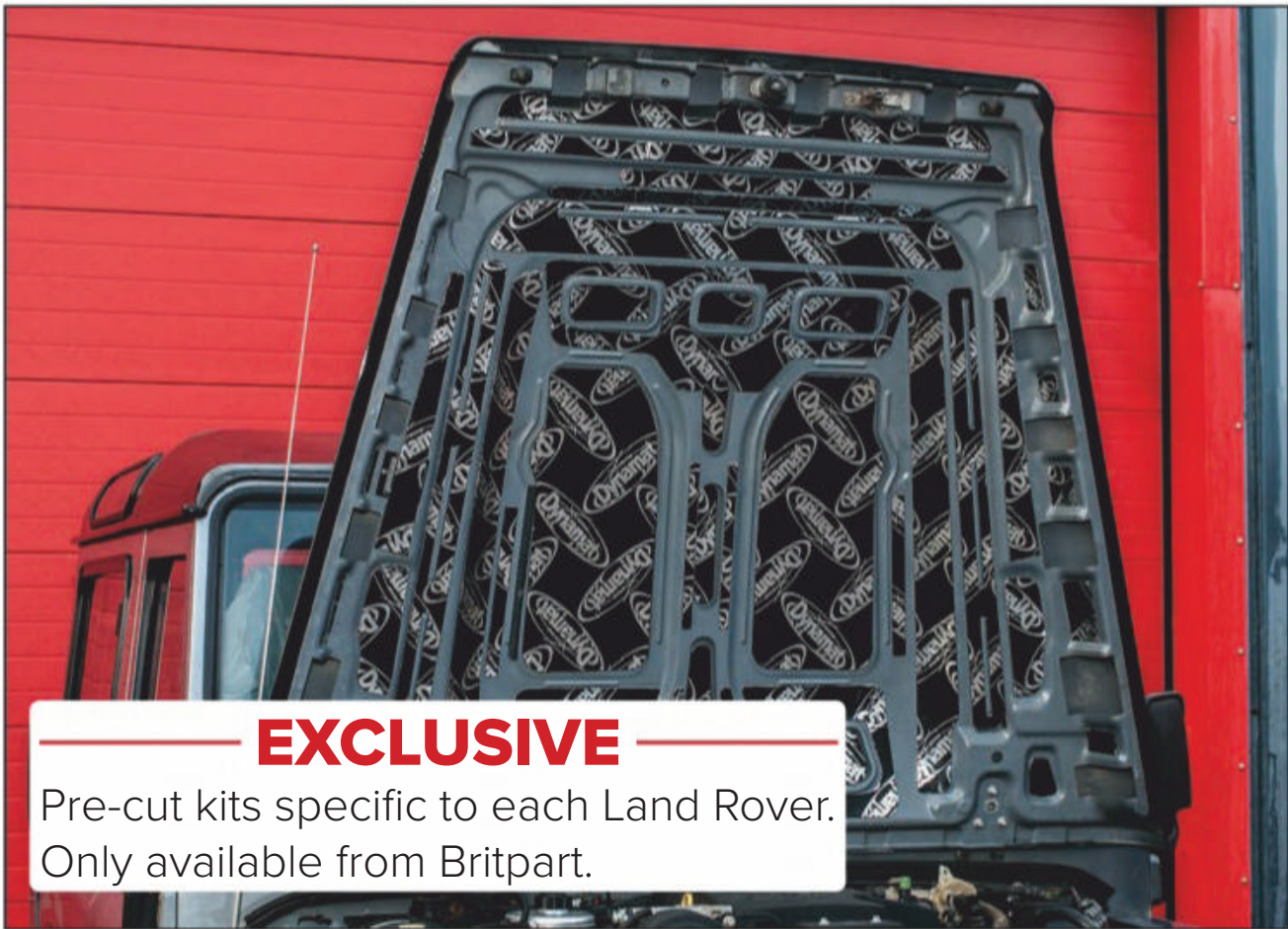
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DA8095	Defender - 1983 - 2006	Seat box
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DA8085	Defender - 2007 onwards	Rear tub behind front seats
DA8086	Defender - 90 - 1983 - 2006 Defender - 90 - 2007 onwards	Rear tub floor
DA8087	Defender - 90 - 1983 - 2006 Defender - 90 - 2007 onwards - commercial only	Rear wheel arches
DA8096	Defender - 90 - 2007 onwards - County	Rear arches
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DA8097	Defender - 90 - 2007 onwards - County	Rear floor
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